

Regional Transport Committee

Wednesday 21 March 2018

11.00am

Taranaki Regional Council, Stratford



Agenda for the meeting of the Regional Transport Committee to be held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 21 March 2018 commencing at 11.00am.

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

Apologies

Notification of Late Items

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Agenda Memorandum

Date 21 March 2018

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



**Subject: Confirmation of Minutes – 29 November
2017**

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

Document: 2022687

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 29 November 2017 at 11.00am
2. notes the recommendations therein were adopted by the Taranaki Regional Council on 12 December 2017.

Matters arising

Appendices

Document #1972987 – Minutes Regional Transport Committee

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 29 November 2017 commencing at 11.00am.



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

Attending	Councillor	M J Cloke	
	Councillor	A Jamieson	(Stratford District Council)
	Messrs	B G Chamberlain	(Chief Executive)
		M J Nield	(Director-Corporate Services)
		G C Severinsen	(Policy and Strategy Manager)
		C B Clarke	(Transport Services Manager)
		P Ledingham	(Communications Officer)
	Mrs	F Ritson	(Policy Analyst)
	Mrs	K van Gameren	(Committee Administrator)
	Messrs	D Langford	(New Plymouth District Council)
		S Bowden	(Stratford District Council)
		V Lim	(South Taranaki District Council)
		R I Anson	(NZ Transport Agency)

Apologies There were no apologies.

Notification of Late Items

Correspondence and information items – inwards letter (28/11/17) New Plymouth District Council Office of the Mayor; update from the NZ Transport Agency re 2018/2021 *Regional Land Transport Programmes* and the *National Land Transport Programme* (23/11/17).

1. Confirmation of Minutes – 6 September 2017

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 6 September 2017 at 11.00am.

2. notes that recommendations therein were adopted by the Taranaki Regional Council on 18 September 2017.

Williamson/McDonald

Matters arising

There were no matters arising.

2. Minutes of the Taranaki Regional Transport Advisory Group

- 2.1 The minutes of the Taranaki Regional Transport Advisory Group (RTAG) meeting held on 18 October 2017 and 8 November 2017 were received and noted.

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 October 2017
2. receives for information purposes the unconfirmed minutes of the Taranaki Regional Council Transport Advisory Group meeting held on Wednesday 8 November 2017.

Duynhoven/Volzke

3. Regional Land Transport Plan Annual Monitoring Report for 2016/17

- 3.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum presenting to the Committee the *Regional Land Transport Plan for Taranaki 2015/16 – 2020-21 Annual Monitoring Report for 2016/17*.
- 3.2 Councillor H Duynhoven, New Plymouth District Council, queried the SH3 Waitara to Bell Block safety improvements timing. Mr R I Anson, NZ Transport Agency, advised that once the detailed Business Case is finished in early 2018, an assessment will be made which is likely to bring implementation forward.

Recommended

That the Taranaki Regional Council:

1. receives and adopts the *Regional Land Transport Plan for Taranaki 2015/16 – 2020-21 Annual Monitoring Report for 2016/17*.

Williamson/Dunlop

4. Request to vary the Regional Land Transport Plan for Taranaki 2015/16 – 2020/21

- 4.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum seeking approval of a request to vary the *Regional Land Transport Plan for Taranaki 2015/16 – 2020-21* (Taranaki RLTPlan):

- add a new Single Phase Business Case – Surfacing SH43

This request was noted as being supported by the Regional Transport Advisory Group and is now brought before the Committee for consideration. This request is not significant enough to require going back out for public consultation.

Recommended

That the Taranaki Regional Council:

1. receives the memorandum, Request to vary the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*
2. agrees to the requested variation to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*, made by the NZ Transport Agency, to add a new Single Phase Business Case – Surfacing SH43
3. adopts this variation to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* and forwards it on to the New Zealand Transport Agency.

Volzke/Dunlop

5. Mid-term review of the Regional Land Transport Plan 2015/16 – 2020/21

5.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum:

- to update the Committee on the mid-term review of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* (the RLTP or the Plan);
- to present a draft revised version of the Plan for the Committee’s consideration and feedback on any changes the Committee wishes to make, noting that there are a number of aspects of the Plan which are still evolving;
- to seek support of the updated Programme tables within Section 5 of the Plan –
 - proposed ‘business as usual’ activities in Section 5.1 (Table 3)
 - proposed ‘regionally significant’ activities in Section 5.3 (Table 4) including the assigned order of priority
 - activities programmed for future iterations of the Plan in Section 5.4 (Table 5)
 - activities included for future consideration in Section 5.5 (Table 6);
- to seek support of the revised Plan being circulated for targeted consultation, once the greyed areas have been updated as much as possible.

5.2 It was noted to the Committee that the Minister of Transport has signalled an intention to amend the draft *2018-2021 Government Policy Statement (GPS)* on Land Transport Funding to reflect the new Government’s immediate priorities. Changes have been made to 2018/21 Regional Land Transport Plan and National Land Transport Programme development timelines. With RLTPs needing to be consistent with the GPS for the corresponding period, further work is likely to be required once the GPS 2018 is released in early 2018.

5.3 The *Investment Assessment Framework (IAF)* 2018 and the draft *State Highway Investment Proposal (SHIP)* will likewise be reviewed, so many of the inputs into the RLTP are now

uncertain. It was agreed to delay the release of the RLTP for targeted consultation and instead receive a revised draft RLTP at the Committee's March 2018 meeting.

Recommended

That the Taranaki Regional Council:

1. receives the memorandum, Mid-term review of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*
2. notes that some minor background sections of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* are still being updated as part of the review

Williamson/Dunlop

6. New Zealand Transport Agency Regional Report

6.1 Ms P McLean, NZ Transport Agency, spoke to the NZ Transport Agency's Quarterly Report to the Taranaki Regional Transport Committee updating Members on Agency news and activities.

6.2 A number of matters were discussed by the Committee including:

- Sealing SH43
- Surface options SH3 between Smart Road and Vickers Road
- Bell Block to Waitara – community consultation on options to improve road safety and reduce traffic congestion – open days 6 and 7 December to share proposed plans
- improvements to intersections – Airport Drive, De Havilland Drive and SH3/SH3A
- Awakino Gorge to Mount Messenger project – assurance was provided that the Mt Messenger Bypass works are committed and will commence in late 2018. They are not a risk as a consequence of the recent change in Government
- culvert update at Lake Mangamahoe SH3.

Recommended

THAT the Taranaki Regional Council

1. receives and notes the Regional Report from the NZ Transport Agency dated 29 November 2017.

Williamson/Duynhoven

7. Passenger transport operational update for the quarter ending 30 June 2017

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 as at 30 September 2017.

7.2 Mr Clarke advised the Committee that extra Saturday bus services will run on New Plymouth's Citylink and Connector buses throughout December 2017. The Connector bus service will provide one return trip on 2, 9, 16 and 23 December. An on-bus survey will be

undertaken during this period to look at demand for a permanent Saturday Connector service to run throughout the year.

Recommended

THAT the Taranaki Regional Council

1. receives and notes the operational report of the public transport services for the quarter ending 30 September 2017

Williamson/McDonald

8. Correspondence and information items

- 8.1 The memorandum, *and tabled items*, updating Members on correspondence and information received since the last Committee meeting was noted.
- 8.2 The late correspondence from the Office of the Mayor, New Plymouth District Council, the NZ Transport Agency is requested to provide further information and feedback to the NPDC on the safety improvements made on the SH45 approach to Oakura and the enforcement of the 50kph speed limited at Urenui village. The NZ Transport Agency agreed to consider the late correspondence and formulate a reply.
- 8.3 It was noted that submissions to the Waikato Regional Council on the resource consent applications for the SH3 Awakino Tunnel Bypass project are due by 11 January 2018. The Committee agreed to send a letter of support for the project.

Recommended

That the Taranaki Regional Council:

1. receives and notes for information purposes the correspondence on the need to upgrade the condition of State Highway 43
2. receives and notes for information purposes the update provided by the Minister of Transport on development of the *Government Policy Statement on Land Transport 2018/19-2027/28*
3. receives the late correspondence from the Office of the Mayor, New Plymouth District Council, relating to roading concerns at Oakura and Urenui, noting that the NZ Transport Agency will report back to the NPDC on the matters raised
4. receives and notes, for information purposes, the update from the NZ Transport Agency's Chief Executive on the 2018/21 Regional Land Transport Programmes and the National Land Transport Programme – Policy Direction and timing.

Duynhoven/McDonald

There being no further business the Committee Chairperson, Councillor C S Williamson, declared the Regional Transport Committee meeting closed at 12.10pm.

Confirmed

Chairperson _____
C S Williamson

Date **21 March 2018**

Agenda Memorandum

Date 21 March 2018



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

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

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

Document: 2019648

Purpose

The purpose of this item is to receive, for information, the minutes of the Taranaki Regional Transport Advisory Group (RTAG) meetings held on 21 February 2018 and 7 March 2018.

Recommendations

That the Taranaki Regional Council:

1. receives for information purposes the minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 21 February 2018
2. receives for information purposes the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 7 March 2018.

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*.

Iwi considerations

This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 2012290: Minutes of Taranaki RTAG meeting 21 February 2018

Document 2019979: Minutes of Taranaki RTAG meeting 7 March 2018

Taranaki Regional Transport Advisory Group (RTAG) Meeting**MINUTES**

Date	Wednesday 21 February 2018 at 10.00am	
Venue	Taranaki Regional Council, 47 Cloten Road, Stratford	
Present	Steve Bowden (SB)	SDC
	Paul Murphy (PM)	NZTA
	Wayne Wallace (WW)	NZTA
	David Perry (DP)	NZTA
	Chris Clarke (CC)	TRC
	Gray Severinsen (GS)	TRC
	Fiona Ritson (FR)	TRC
	Rachel Smith (RS)	TRC
Apologies	Carl Whittleston (CW)	NPDC
	Vincent Lim (VL)	STDC
	Richard Ashman (RA)	NZTA
	Barry Dowsett (BD)	NZTA
	Shaun Harvey (SH)	NZTA

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <p>Apologies were received as noted above. Also noted that Wayne Keightley is no longer with NZTA and will be removed from meeting invites and other RTAG correspondence.</p>	
2.	<p>Minutes of last meeting held on 8 November 2017</p> <p>The previous minutes of the RTAG meeting held on Wednesday 8 November 2017 were accepted as true and correct.</p> <p>Noted that LACG meetings will be scheduled by RA.</p>	
3.	<p>Updates from NZTA</p> <p>(WW): The 'single RLTP point of contact' proposal of December was not approved by senior management, therefore, as advised by NZTA recently via email, points of contact should be Parekawhia McLean or Ross Y'Anson. PM noted that he often deals with a number of queries and channels them to the most appropriate person and has offered to be the first point of contact for the group.</p> <p>The revised draft GPS should be available for consultation in early March with the consultation period being one month. The new draft IAF is also being developed in the background and should be available shortly after the GPS.</p>	PM

Item	Agenda subject	Action
	<p>It is expected that there will be increases to funding for walking and cycling, safety and public transport. Local roads capital projects are likely to receive a funding boost while funding for SH capital projects (not maintenance) is expected to reduce.</p> <p>Feedback on the SHIP is being considered and the draft is in the process of being finalised. This should be available during the GPS consultation period and available to RTC at the end of April. Unsure of likely changes that could be flagged in the revised RLTP. FR will follow up on any further available information through Ross.</p> <p>Minister Jones will be releasing details of the Regional Economic Development (Provincial Growth) fund in an announcement on Friday 23 February in Gisborne.</p> <p>Regional Improvements activity class – no clarification or updates have been provided. The Government’s priorities are walking/cycling and public transport with a focus on a full range of benefits, not just economic. SDC has already developed a walking and cycling strategy which is ready to present to Council, this means they are well placed to secure funding once the GPS is released.</p> <p>Updates on significant state highway projects (DP):</p> <ul style="list-style-type: none"> • SH3 Waitara to Bell Block – In the end stages of finalising the options before going out for public consultation. • SH3/3A New Plymouth to Hawera – In the early stages of the business case process. • SH43 surfacing – No updates, currently sitting with the Regional Economic Development Strategy team. • SH44 Moturoa Safety Improvements – In the detailed design phase, a preferred option has been chosen, however, there have been some technical pavement design issues. • SH3 AG2MM programme – A large portion of the ‘quick win’ improvements have been completed with some in the South Waikato area still to be finished. A slow vehicle bay in Awakino Gorge and passing lanes near Tongaporutu still to be completed, currently working with landowners around these. The Mt Messenger Bypass public notification meeting organised by Taranaki Chamber of Commerce was well attended. GS advised that at the meeting held in Stratford the indication was that the Mt Messenger bypass project has been delayed. Following discussion within the group this was unable to be confirmed one way or the other. 	FR
4.	<p>Stock Truck Effluent Disposal</p> <p>With ongoing operational issues at the Ahititi disposal site, the Group discussed the opportunity to create a new site on the northern side of Mt Messenger (south of the existing site) in conjunction with the Mt Messenger bypass works. It would likely be a discharge to land facility, with NZTA partially covering construction costs and ongoing maintenance sitting with NPDC. While this matter has been raised with members of the Mt Messenger Bypass team, it needs to gain greater traction in order for this opportunity not to be missed. While the disposal site is outside the scope of the Bypass project itself, synergies exist in terms of construction machinery</p>	FR

Item	Agenda subject	Action
	<p>being onsite for the Bypass, and the nature of works being undertaken. The Group agreed to elevate this matter to the RTC, requesting they send a formal letter to NZTA for considering this matter in conjunction with the Mt Messenger Bypass works. FR will email Parekawhia McLean and Ross I'Anson to signal this intention, with Rob Napier to be copied into this correspondence.</p> <p>Jo Bielski will provide cover for FR while she is on maternity leave from the end of April. FR hopes to get the strategy review restarted prior to this time, if workstream priorities allow.</p> <p>FR noted that there was only one recorded spillage incident in 2016/17 and no recorded incidents within 2017/18 thus far.</p> <p>Rachel Alger has replaced Isy Kennedy at Waikato RC with regarding to their stock truck effluent programme. A proposed 'disposal to tank' site near 8-Mile Junction is a contender for development in the 2018 year. Support will be noted to Waikato RC for prioritising this project in a bid to relieve some of the pressure on the Taranaki site. The treatment and disposal method for effluent trucked from this site has not yet been confirmed, though vermiculture options through MyNoke are being considered.</p> <p>FR will follow up with CW regarding volumes going through the Ahititi site.</p> <p>No issues with the Stratford site. No update available on the Waverley site.</p>	FR FR
5.	<p>Road Safety</p> <p>Boost programme – SH45 Oakura to Hawera has been fast tracked for low cost safety improvements, however, works have not yet commenced.</p> <p>Letter received from Associate Minister Genter seeking suggested areas for minor safety improvements. A response was issued from the RTC chair advising that Waitara to Bell Block is still the number one priority.</p> <p>Road Safety meeting scheduled for 8 March. SB will attend and has been asked to query the Boost programme, particularly if a Safe Roads Alliance team has been set up to cover SH45.</p> <p>Letter received from 'Movement' seeking a reduction in rural speed limits on known active road user routes. This letter was sent to all councils across the country. FR sought guidance for drafting a regional response. She will also raise at TSIG later this week to gauge responses around the country. SB sought council feedback on the letter. He will respond with a similar letter advising that SDC will not be applying a blanket approach but will consider targeted reductions in focus areas. It was noted that the new speed setting rules are very staff resource and time hungry. The DCs are generally not getting community requests to reduce speed limits.</p>	SB FR
6.	<p>RLTP mid-term review</p> <p>Extra RTAG meetings have been scheduled due to the revised timeline. The next meeting is in two weeks (7 March), however, this may take place via email instead. FR will confirm following the TSIG meeting on Friday.</p>	FR

Item	Agenda subject	Action
	<p>The group agreed the targeted consultation period should be four weeks and is set to begin on 26 March. The group agreed representatives from the following groups should be included in the targeted consultation: DC's, AA, neighbouring RC's, North Taranaki Cycling Advocates, Police, Iwi, DOC and VTT.</p> <p>FR will need to draft a generic submission which will allow necessary changes to be made to the RLTP following the release of the GPS and SHIP.</p> <p>WW will forward the DC's LTP dates to FR.</p> <p>Review and discussion held by the group on the following activities:</p> <ul style="list-style-type: none"> • 5.6 Committed Activities • 5.1 Business as Usual Activities • 5.3 Regionally Significant Activities (prioritised) • 5.4 Programme for Future Iterations • 5.5 Activities for Future Consideration ('Wish List') including identification of constraining bridges <p>FR will make relevant changes and updates to the draft RLTP as agreed by the group.</p>	<p>FR</p> <p>WW</p> <p>FR</p>
7.	<p>Round table</p> <p>Stratford District Council – SB</p> <ul style="list-style-type: none"> • Red Jacket report received on Whangamomona Road. The cost to upgrade the road (to just above farm track level) has been quoted at \$1.5 million. This project will not be part of the current LTP. SB will approach NZTA regarding co-funding the upgrade, this would require SB to demonstrate that any NZTA investment would provide an economic return, this will be difficult to do. If he is unable to secure funding from NZTA the remaining options are: <ul style="list-style-type: none"> ○ Do nothing. ○ Continue to maintain it to the current level. ○ Road stopping - remove its roading status. This option would likely be faced with opposition from 4x4 users and clubs. Noted that this is a renowned 4x4 track nationally. • No funding has been allocated in the current LTP for walking and cycling. There is a local walking track/trail requiring small amounts to be spent on maintenance. • Low levels of storm damage being addressed. • Prospero Place development is progressing. • Powerco have agreed to fully fund the cost of laying the power lines directly under the middle of the road from Pembroke Road to the Mountain House. <p>NZTA State Highways – DP</p> <ul style="list-style-type: none"> • Reseals have progressed well due to extended periods of good weather. • Whareroa and Becks Helicopter rehabs completed. • Rotokare Road/SH3 intersection upgrade is complete. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Vickers Road to Smart Road asphalt to be laid in March/ April (weather dependent). • Emergency works on the Kent Road culvert – awaiting costings on the two options, one is a bridge and one is a replacement culvert. No timeline at this stage. <p>TRC - Regional Planning (GS and FR)</p> <p>Tapuae Roa – Make Way for Taranaki project:</p> <ul style="list-style-type: none"> • Features the Taranaki Crossing in all four “futures” identified in the strategy. The Taranaki Crossing is ready to be developed with the proper funding. • Four foundations of growth are identified in the strategy with one being accessibility and connectivity. The Blue Water Highway concept is raised as an alternative freight transport route. • Airport Drive/SH3 intersection is mentioned. • Review of SH44 and access to the Port is raised as a short term priority (1-3 years), however, port access has not been mentioned in NPDC’s District Plan. • Upgrade of North Egmont Visitors Centre is also on the short term priority list. • New Plymouth to Hawera rail link features in the medium (5 years) priority list, in particular what would be required to maintain the link. • FR attending TSIG meeting on Friday, where hope to receive further signals from MoT and NZTA on the revised GPS. • FR has provided feedback to GS on the relevant transport aspects in NPDC’s Draft Digital District Plan. GS will combine with other feedback. • Generic submission by SH3WP providing support for the Mt Messenger Bypass has been sent. • FR in the process of sorting SH3WP meetings for the year. <p>TRC - Public Transport (CC)</p> <ul style="list-style-type: none"> • Ticketing project has been delayed further with Taranaki now expected to go live in September 2018. • A number of schools in Taranaki will close early today due to no drinking water following storm damage to a water pipe. CC and Tranzit are organising earlier buses to transport students home and will be monitoring the situation tomorrow. • Patronage for the year is up for both Citylink and Connector services. • Total Mobility is going well. 	
8.	<p>RTC meetings</p> <p>Brief discussion of agenda items for the RTC meeting on 21 March 2018 as follows:</p>	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Minutes – RTAG and RTC • GPS 2018 development item • Road Safety update – presentation from • Request for formal letters from RTC regarding stock truck effluent disposal: <ul style="list-style-type: none"> ○ to NZTA requesting consideration of replacement site in correlation with the Mt Messenger Bypass works ○ to Waikato RC supporting proposed site on SH3 north of Piopio • PT update • NZTA regional report • General correspondence 	
9.	<p>General business</p> <p>STDC and SDC submitted a combined funding bid to EECA for electric vehicle infrastructure. They have been successful in securing funding for four charging stations – 1 in Stratford in the War Memorial Centre carpark and 3 to be located in South Taranaki. Contract with the supplier is being finalised. Timeline for installation to be determined.</p> <p>FR noted Sport Taranaki’s ‘Regional Tracks and Trails’ work that is underway, including meetings held 28 November 2017 and 31 January 2018, to ensure members were all aware of this project and linked into it. Project led by CEO of Sport Taranaki (Howie Tamati) and CEO of WAC (Eric Pyle). WAC has agreed to fund Lincoln University to develop a tracks/trails strategy for the Taranaki region. First step being a stocktake of existing pathways, outcome will be a map of possible tracks/trails and a narrative around these.</p>	
10.	<p>Next meeting</p> <p>Scheduled for Wednesday 7 March.</p> <p>Meeting closed at 12:46pm.</p>	

Acronyms commonly used in RTAG meetings

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

Taranaki Regional Transport Advisory Group (RTAG) Meeting

MINUTES

Date **Wednesday 7 March 2018 at 10.00am**

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

Present

Carl Whittleston (CW)	NPDC
Steve Bowden (SB)	SDC
Vincent Lim (VL)	STDC – until 12.00pm
Paul Murphy (PM)	NZTA
Wayne Wallace (WW)	NZTA
Barry Dowsett (BD)	NZTA
Chris Clarke (CC)	TRC
Fiona Ritson (FR)	TRC
Rachel Smith (RS)	TRC

Apologies

David Perry (DP)	NZTA
Richard Ashman (RA)	NZTA
Shaun Harvey (SH)	NZTA
Gray Severinsen (GS)	TRC

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <p>Apologies were received as noted above.</p> <p>Welcome to Barry Dowsett from NZTA based in Hamilton.</p>	
2.	<p>Minutes of last meeting held on 8 November 2017</p> <p>The previous minutes of the RTAG meeting held on Wednesday 21 February 2018 were accepted as true and correct.</p> <p>RIAWS – Rural Intersection Advanced Warning System. BD advised these have been shown to be effective and will feature as part of the Boost programme.</p>	
3.	<p>Request to vary the RLTP 2015-21</p> <p>CW gave details of the request from NPDC to include Level Crossing 2017/18 projects to the current RLTP. Working with KiwiRail meant a different process had to be followed leading to a delay in RTAG receiving this request. CW or David Langford will speak to the request at the next RTC meeting.</p> <p>With FAR rates set to reduce to baseline figures from next financial year the pressure is on to have these projects committed this year while the FAR rate is still 100%.</p> <p>RTAG agreed to support the variation and progress to RTC for approval.</p>	

Item	Agenda subject	Action
4.	<p>Stock Truck Effluent Disposal</p> <p>Short and long term solutions being investigated for the Ahititi site. Data provided by CW to FR shows the facility is well used and needed. At this stage only basic maintenance is being undertaken in order to keep the site operational until further decisions are made. Ongoing operational and maintenance costs will increase for NPDC regardless of what decision is made regarding the site. Only access to a disposal site is funded entirely by NZTA, the rest will be funded at the FAR rate. CW will analyse the available data before providing a recommendation on the best option going forward.</p> <p>FR has emailed Parekawhia McLean and Ross I'Anson (with a copy to Rob Napier) signalling the intention for a formal letter to be sent to NZTA from the RTC requesting consideration be given to developing a new site on the northern side of Mt Messenger in conjunction with the Mt Messenger Bypass project. BD advised that it is important to keep options open should the Bypass project team be unable to undertake this work. He suggested considering alternative options such as requesting works be completed as part of the Safe Roads Alliance or seeking a variation to the NOC.</p> <p>FR will draft a letter seeking the RTC's endorsement for the above development and forward to CW to review.</p> <p>WRC are seeking funding for five new sites with the proposal to have three of these completed in the next financial year.</p> <p>No issues with the Stratford site at the sale yards.</p> <p>No issues with the Waverley site. Approximate cost of maintenance is \$500 per month. Desludging has only been required once so far, and as per arrangements was injected into neighbouring farm. There is also a motorhome disposal site available in Waverley for human waste.</p> <p>A discussion was held around motorhome waste disposal and if the Provincial Growth Fund (PGF) could be used to develop sites where disposal is required. The DC's will report back to FR if a regional approach to funding in this space would be beneficial.</p>	FR
5.	<p>RLTP mid-term review</p> <p>Parekawhia will discuss the PGF at the RTC meeting, including how to go about applying for and accessing these funds. How the RLTP and the PGF work together is yet to be determined, however, anything transport related seeking funding from the PGF needs to at a minimum be put on the 'wish list' in the RLTP.</p> <p>Due to too many unknowns and time constraints, changes to the RLTP (including to the programme tables) will need to be made via submission following the release of the GPS and the SHIP. 'GPS1' will likely be released at the end of March for engagement while 'GPS2' will have more significant changes and is signalled for release in 2019. From the TSIG meeting held last week FR advised liveability and safety have been signalled as priorities in the GPS. Resilience will fall under accessibility. SH maintenance funding is likely to remain the same, while SH improvement works funding will decrease. Spatial planning is likely to be made mandatory for each region in future.</p>	

Item	Agenda subject	Action
	<p>The revised SHIP is expected to be released for a 4-week consultation period at the end of April. It is unlikely any projects will be brought forward or there will be any substantial changes from the draft SHIP unless a project relates to safety.</p> <p>KiwiRail level crossing projects for 2018-21 may need to be added into the RLTP as a line item. FR will follow up with KiwiRail regarding their plans.</p> <p>Key regional routes – BD suggested adding another layer to the map so that one layer shows the routes solely based on the ONRC while another shows what routes will benefit tourism, accessibility etc.</p> <p>BD advised that the LTSV is to be renamed the LTV with version 2 on the horizon, however no timeframe available at this stage.</p> <p>CW raised the issue of the Speed Management Guide, specifically the sections of State Highway where the safe and appropriate speed is lower than the current speed limit. Speed limits on SH's will likely be raised as part of the SH3/SH3A NP to Hawera Safe Roads investigation.</p> <p>CW also noted that while projects are in place covering Vickers Road to City and Waitara to Bell Block there is a missing link in the middle from Bell Block to Fitzroy. A Resource Consent application has been received to develop the old Ravensdown Fertiliser site at the intersection of SH3 and Smart Road so this section of SH will need to be looked at in future.</p> <p>FR reminded Group that Sport Taranaki has received funding from the Walking Access Commission and has engaged Lincoln University to complete a regional tracks and trails study. Members should ensure they are linked into this work if they are not already.</p>	FR
6.	<p>Round table</p> <p>South Taranaki District Council - VL</p> <ul style="list-style-type: none"> • Have hit a delay with bridge 160, Iwi have been consulted as part of the Resource Consent process but this has raised some issues. • Nukumaru Station Road still progressing. • Pavement rehab on track.- • Reseals due to be completed by the end of March, there have been some delays due to chip supply. • Denby Road loop pathway completed. • Hawera to Normanby pathway BC underway. • AMP approved. • LTP progressing. <hr/> <p>Stratford District Council - SB</p> <ul style="list-style-type: none"> • Whangamomona Road – waiting on advice before taking the next step. SB has sent details to PM for feedback, specifically whether NZTA can co-fund the 	

Item	Agenda subject	Action
	<p>upgrade. Once he has heard back then SB will seek direction from councillors on where to from here. The project is not part of the current LTP.</p> <ul style="list-style-type: none"> • Reseals 50% complete, contractors due back at the end of March to complete. • New rehab project about to start. • Bridge maintenance works about to begin. • Plans for resealing the plateau carpark have been sent to DOC and Iwi. The approximate cost of this will be around \$300k. DOC have been positive of the proposal while SB has yet to receive any feedback from Iwi. The project needs to be completed this financial year. • Unlikely to complete resealing on SPR's this financial year so this may lead to a budget surplus. • PM will forward SB a letter sent out previously regarding the SPR FAR rates reducing. • Approximately \$60k worth of storm damage (mostly fallen trees) from the recent ex-cyclone Gita. • A meeting was held on Monday 5 March 2018 with Boon Goldsmith Bhaskar Brebner Team Architects on the Prospero Place development. The aim is to have the architect's team work with developer David Kowalewski who owns a number of buildings on Broadway and has already committed to demolishing three of these as part of his own retail development plans. • Approximately half a dozen Broadway businesses have been identified as having verandas that do not comply with building regulations. Letters have been issued to the owners requesting that this be remedied. • Powerco will start laying the power lines under Pembroke Road in November 2018. • Audit NZ is currently on site reviewing SDC's records. <hr/> <p>New Plymouth District Council - CW</p> <ul style="list-style-type: none"> • Reseals on track, due to be completed by the end of April. • Rehabs underway. • LED streetlight conversion on target. • Cars are still being sold along Coronation Avenue. Cr Harry Duynhoven will raise the issue at the RTC meeting where it is expected that Parekawhia and Ross will have an answer prepared. • ILM process completed for the Coastal Walkway extension to Waitara. • No major roading damage from ex-cyclone Gita, the main issue came in the form of a damaged water pipe forcing large numbers of households to boil water for approximately one week until it was fixed. • Discussions underway to determine function post-revocation of the section of SH3 that will be replaced by the Mt Messenger Bypass. 	PM

Item	Agenda subject	Action
	<p>NZTA - WW</p> <ul style="list-style-type: none"> • A Road Safety Summit is being held on 9 April 2018 in Wellington. Invites were sent out to CEO's/Chairs. FR will forward the invite out to the group and add to the RTC agenda. BD suggested putting together an information pack of key messages for those attending from Taranaki to ensure that their message is clear and consistent – particularly to ensure they are heard given the large number of expected attendees from around the country. <hr/> <p>TRC - FR</p> <ul style="list-style-type: none"> • Still awaiting clarification from NZTA on the most appropriate RLTP contact person/people for SH matters. <hr/> <p>NZTA - BD</p> <ul style="list-style-type: none"> • Mt Messenger Bypass project – 1150 public submissions received, 15 of which were in opposition. • BD will likely pick up the Waitara to Bell Block project as part of inter-regional corridor works. • As far as BD is aware the AG2MM project is still all go, Parekawhia and Ross have been asked to provide an update at the next RTC meeting. 	FR
7.	<p>RTC meetings</p> <p>Brief discussion of agenda items for the RTC meeting on 21 March 2018 as follows:</p> <ul style="list-style-type: none"> • Minutes - RTAG and RTC • GPS 2018 development item • Request from NPDC to vary the RLTP • Road Safety update - this has been deferred until the 13 June 2018 meeting • Request for formal letters from RTC regarding stock truck effluent disposal: <ul style="list-style-type: none"> ○ to NZTA requesting consideration of replacement site in correlation with other SH3 works ○ to Waikato RC supporting proposed site on SH3 north of Piopio • PT update • PGF update • NZTA regional report • NZTA update on significant projects • General correspondence 	
8.	<p>General business</p> <p>Nil</p>	
9.	<p>Next meeting</p> <p>Scheduled for Wednesday 11 April 2018.</p>	

Item	Agenda subject	Action
	Meeting closed 12.35pm.	

Acronyms commonly used in RTAG meetings

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

Agenda Memorandum

Date 21 March 2018



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

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

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

Document: 2017554

Purpose

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

Executive Summary

A request has been received from the New Plymouth District Council to vary the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* (RLTP or the Plan), by adding a new project enabling rail level crossing improvements in the 2017/18 year.

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

Recommendations

That the Taranaki Regional Council:

1. receives the memorandum, Request to vary the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*
2. agrees to the requested variation to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*, made by the New Plymouth District Council, to add a new project 'Level Crossing 2017/18 Projects – New Plymouth District'
3. adopts this variation to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* and forwards it on to the New Zealand Transport Agency.

Background

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

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

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

Level Crossing 2017/18 Projects – New Plymouth District

The New Plymouth District Council is seeking inclusion of a new project in the current RLTP – ‘Level Crossing 2017/18 Projects - New Plymouth District’.

The request has arisen due to KiwiRail Level Crossing projects not being submitted into the Taranaki RLTP during its development. The details of the activities are provided in the attached request form. While these activities are undertaken by KiwiRail, they must go through the RLTP process in order to access National Funds from the NZ Transport Agency, hence the involvement of the New Plymouth District Council.

Significance of variation request in relation to need for public consultation

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

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

- this change does not affect the integrity or affordability of the RLTP; and
- it is in the urgent interest of public safety.

Support of the Regional Transport Advisory Group

The Regional Transport Advisory Group (RTAG) for Taranaki considered this variation request at its meeting of 7 March 2018. The RTAG supported this request being brought to the Committee for consideration.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 2016028: NPDC request to vary the RLTP2015 to include 2017/18 level crossing projects.

Document 2016490: KiwiRail Local Roads Level Crossing Upgrade Program 2017/18

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

Request to vary the Regional Land Transport Plan for Taranaki 2015-2021	
Purpose:	To enable the Regional Transport Committee of the Taranaki Regional Council to consider a request for a variation to the <i>Regional Land Transport Plan for Taranaki 2015-21 (RLTP)</i> .
Requesting organisation:	New Plymouth District Council
Contact person/s:	Carl Whittleston
Variation request:	Level Crossing 2017/18 Projects – New Plymouth District
Background to variation request	
<p>These are NZTA Frontloaded Level Crossing 2017/18 projects that were not submitted into the Taranaki RLTP. Bob Alkema from NZTA Head Office can provide more information on this funding allocation if required. These projects are 100% funded by NZTA.</p>	
Details of variation request	
<p>Project 1 – Total cost \$20,000 to undertake an investigation / feasibility study for safety improvement works at the Weymouth St level crossing for pedestrians. Options ranging from an underpass and automatic gates were considered.</p> <p>Project 2 – Total cost \$210,000 to design, construct and trial various pedestrian safety mitigation devices along the Coastal Walkway in New Plymouth. Footpath decals, illuminated LEDs in the footpath and voice message devices are being installed and trialled.</p>	
Location:	New Plymouth Coastal Walkway
Scope and duration:	Details of work are as above. Expected to be completed by end of April 2018.
Estimated cost/s:	Project 1 \$20,000 + Project 2 \$210,000 = \$230,000 total cost
Funding source/s:	N Funds (100% subsidised)
Links to Objectives & Policies of RLTP: <i>Refer to Table 5 on page 48 of the Plan</i>	<p>This variation aims to improve the safety of these railway crossings for pedestrians, preventing death and serious injury. To a lesser extent it will reduce related closures to the railway.</p> <p>This activity will contribute most significantly to the following RLTP policies:</p> <ul style="list-style-type: none"> S3: Support the aims of Roadsafe Taranaki. S4: Support the aims of Safer Journeys G2: Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports. A3: Ensure a range of travel options are available to the region's residents.
Impacts on RLTP:	The proposal does not negatively affect any other projects in the RLTP, nor affect the overall integrity/affordability of the Plan. This

	is additional funding agreed by NZTA for funding pedestrian safety at KiwiRail crossing points.	
<p>Relationship to the RLTP’s Significance policy on variations: <i>Refer to Section 7.4 on page 59 of Plan</i></p>	The proposed change of adding this rail level crossing upgrade project to the RLTP does require a variation process to be undertaken. The variation does not trigger the significance policy in terms of requiring that a new public consultation process is undertaken however, most specifically for being in the urgent interest of public safety.	
<p>Process for consideration and approval of variation requests</p> <p>The current RLTP for Taranaki was approved in April 2015 and any significant new capital works that need to be included require a variation to the programme of activities component of the RLTP. A project must be included within the RLTP before it can be approved for funding from the National Land Transport Fund which the NZ Transport Agency (NZTA) distributes through the National Land Transport Programme.</p> <p>In accordance with the RLTP variation policy, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement, then to the Taranaki Regional Council (TRC) for final approval. The NZTA is then notified of the varied Plan, per section 18D of the <i>Land Transport Management Act 2003</i>.</p>		
<p>Timeframes for consideration of variation request</p> <p>The following outlines the expected timeframes for processing this variation request. The organisation requesting the variation is responsible for outlining the proposal to the RTAG and RTC.</p>		
Consideration by RTAG	Wednesday 7 March 2018	<p><i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i></p>
Consideration by RTC	Wednesday 21 March 2018	
Consideration by TRC	Tuesday 10 April 2018	
Forward to NZTA	Wednesday 11 April 2018	
<p>Supporting attachments</p> <p>KiwiRail Local Roads Level Crossing Upgrade Program 2017 18.pdf</p>		

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

Local Roads 2017 18 Upgrade Programme

Level Crossing Safety Work Category	Treatment	Location	Line	Km	17 18 Estimated Design and Install Cost	18 19 Project Risk Assessments	RCA	Likelihood Risk
Mitigate Poor Restart Viewline								
Mitigate Poor Restart Viewline	Install HABs- renew loc	McMillan St	Midland Line	25.49	\$ 130,000		Selwyn District Council	High
Upgrade to HABs and amend train detection warning	Install HABs- renew loc	Inglewood Rd	MSL	598.13	\$ 120,000		Invercargill City Council	High
Mitigate Poor Restart Viewline	Design HABs (carryover)	Rukuhia Rd	NIMT	533.49	\$ 2,000		Waipa District Council	High
Mitigate Poor Restart Viewline	Design HABs	Arundel Belfield	MSL	138.11	\$ 6,000		Timaru District Council	High
					\$ 258,000			
Mitigate User Distraction and Complacency								
Vulnerable User Crossings	Install automatic gates (carryover from FY17)	Nae Nae Level Crossing	WL Metro		\$ 160,000		Hutt City Council (\$60000)	High
Vulnerable User Crossings	Install pedestrian smart studs and another train voice message	Kapiti Road Ped Dn/Down	NIMT	48.38	\$ 25,000		Kapiti Coast District Council (\$25000)	High
Vulnerable User Crossings	Install pedestrian smart studs and another train voice message	Wales Street	MNL	30.46	\$ 40,000		Waimakariri DC	High
Vulnerable User Crossings	Install pedestrian smart studs and another train voice message	Pukerua Bay Pedestrian	NIMT	30.29	\$ 25,000		Porirua City Council (\$25000)	High
Vulnerable User Crossings	Install pedestrian smart studs and another train voice message	Stoney Creek Road Pedestrian Up	PNGL	6.22	\$ 40,000		Palmerston North CC	High
Vehicle crossing users	Install Expect Train Active signs	Wiltons Rd	WL Metro	83.5	\$ 20,000		Masterton DC	
Vulnerable User Crossings	Upgrade to TCD Manual Part 9 Level Crossings requirements	Havelock Rd	NIMT	557.61	\$ 31,000		Waikato DC	High
					\$ 341,000			
Frontloaded NZTA funded projects								
Vulnerable User Crossings	Installing swing gates and level crossing warning systems	Coastal Walkway New Plymouth CBD area	MNPL		\$ 210,000		New Plymouth DC	High
Vulnerable User Crossings	Install pedestrian mazes	Waitaki Avenue	MSL	251.22	\$ 120,000		Waitaki DC	High
Vulnerable User Crossings	Install Pedestrian Automatic Gates	Tawa St Ped up	WL Metro	31.42	\$ 275,000		Wellington CC	High
Vulnerable User Crossings	Install Pedestrian Automatic Gates	Tawa St Ped down	WL Metro	31.42	\$ 275,000		Wellington CC	High
Vulnerable User Crossings	Install pedestrian mazes	Flemington Rd	MSL	583.23	\$ 55,000		Southland DC	High
Vulnerable User Crossings	Install pedestrian mazes	Kinross St	MNL	318.57	\$ 55,000		Malborough DC	High
Vulnerable User Crossings	Install pedestrian mazes	West Plains Rd	Ohai	4.76	\$ 55,000		Invercargill CC	High
Vulnerable User Crossings	Install pedestrian mazes	St Andrews St	MSL	378.34	\$ 115,000		Dunedin CC	High
Vulnerable User Crossings	Install pedestrian mazes	Johnston St	MNL	63.25	\$ 55,000		Hurunui DC	High
Vulnerable User Crossings	Install pedestrian mazes	High St	MSL	29.72	\$ 115,000		Waimakariri DC	High
Vulnerable User Crossings	Upgrade to TCD Manual Part 9 Level Crossings requirements	Fletcher St	NIMT	576.24	\$ 25,000		Waikato DC	High
Vulnerable User Crossings	Install pedestrian mazes	Urupa Ped (Taupiri Cemetery)	NIMT	567.49	\$ 55,000		Waikato DC	High
Vulnerable User Crossings	Upgrade to TCD Manual Part 9 Level Crossings requirements	Old Taupiri Rd	NIMT	560.06	\$ 25,000		Waikato DC	High
Vulnerable User Crossings	Install pedestrian mazes	Itchen St Pedestrian Crossing	MSL	254.87	\$ 45,000		Waitaki DC	High
Vulnerable User Crossings	Pedestrian underpass investigation and scoping project	Weymouth St pedestrian	MNPL	209.46	\$ 20,000		New Plymouth DC	High
					\$ 1,500,000			
18 19 Risk Assessment Projects								
Poor restart Viewlines - Stop Signs	Install HABs	Alabama Road	MNL	316.62	\$	6,300	Malborough DC	High
Mitigate Poor Restart Viewline	Install HABs- renew loc	McMillan St	Midland Line	25.49	\$	6,300	Selwyn District Council	High
Vulnerable User Crossings	Install automatic gates	Gascoigne St	PNGL	157.88	\$	6,300	Hastings DC	High
Vulnerable User Crossings	Install pedestrian smart studs and another train voice message	Kapiti Road Ped Dn/Down	NIMT	48.38	\$	6,300	Kapiti Coast District Council (\$25000)	High
Vulnerable User Crossings	Install pedestrian smart studs and another train voice message	Wales Street	MNL	30.46	\$	6,300	Waimakariri DC	High
Vulnerable User Crossings	Install pedestrian smart studs and another train voice message	Pukerua Bay Pedestrian	NIMT	30.29	\$	6,300	Porirua City Council (\$25000)	High
Vulnerable User Crossings	Install pedestrian smart studs and another train voice message	Stoney Creek Road Pedestrian Up	PNGL	6.22	\$	6,300	Palmerston North CC	High
					\$	44,100		
					Total Cost 17/18	\$	2,143,100	

7.4 Significance policy in relation to Plan variations

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

General determination of significance in relation to Plan variations

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

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

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

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

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

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

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

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

Consultation procedure to follow

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

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

Agenda Memorandum

Date 21 March 2018



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

**Subject: Mid-term review of the Regional Land
Transport Plan 2015/16-2020/21**

Approved by: M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

Document: 2020086

Purpose

The purposes of this item are:

- to update the Committee on the mid-term review of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* (the RLTP or the Plan);
- to advise of the delay in release of the *Government Policy Statement (GPS) on Land Transport 2018* and related documents;
- to update the Committee on the Provincial Growth Fund (PGF) and its relationship with the Plan;
- to present a draft version of the Plan for the Committee's consideration, noting that there are a number of aspects of the Plan which are still evolving;
- to seek support of the revised Plan in its current form being circulated for targeted consultation.

A copy of the draft Plan, as revised by the mid-term review to date, is attached to the Agenda for the Committee's reference.

Executive Summary

The Committee is required to undertake a mid-term review of the current RLTP and submit this to the NZ Transport Agency by the end of June 2018. A full review of the Plan will be undertaken in the last year of the current plan, being 2020/21. This memorandum updates Members on the interim review process, including the issues caused by the delay in the revised GPS.

A draft revised Plan is presented for consideration and feedback. Agreement is sought for the draft to be circulated for targeted consultation, once any changes the Committee wishes to make have been incorporated. It is important to note that the Plan will need to be amended post-consultation, following release of the GPS 2018 and related documents.

Recommendations

That the Taranaki Regional Council:

1. receives the memorandum, Mid-term review of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*
2. agrees to release the revised *Regional Land Transport Plan for Taranaki 2015/16-2020/21* for targeted consultation in its current state, subject to any changes agreed by the Committee
3. notes that a number of changes will need to be made to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* post-consultation once the *Government Policy Statement (GPS) on Land Transport 2018* and related documents have been revised and released.

Background

Members will recall that they received a draft revised Plan at the last meeting on 29 November 2017, with the intent that this would be released for targeted consultation in December 2017. However, at the time of the November meeting, information had just been received (dated 20 November 2017) that the new Government were intending to make significant changes to the documents that guide RLTPs, most specifically to the *Government Policy Statement (GPS) on Land Transport 2018*. A letter from the NZ Transport Agency (dated 23 November 2017) was also tabled at that meeting, advising that the timeframes for development of RLTPs and the *National Land Transport Programme (NLTP)* had been pushed out by two months in response to the Minister's intention to amend the GPS to reflect the new Government's immediate priorities.

The Committee therefore agreed to delay the release of the RLTP for targeted consultation and instead receive a revised draft at the Committee's March 2018 meeting; on the understanding it was likely the Government would release its revised GPS early in 2018 enabling the required adjustments to be made to the Plan prior to this meeting.

Unfortunately, this has not eventuated and timeframes dictate that we must go ahead with consultation on the document as it currently stands. This is done in the knowledge that changes will need to be made to the Plan post-consultation in order to ensure that the RLTP is consistent with the new GPS (draft now due out for consultation in late March); and that the programme component of the Plan is updated to reflect the revised *State Highway Investment Proposal (SHIP)* (draft due out for consultation in late April 2018). There is now no way to avoid this less than ideal situation.

How has the draft Plan changed since the last meeting?

The programme components of the draft RLTP (Sections 5-7) have not changed since the document was brought to the Committee's last meeting. The only sections that have been slightly amended in the intervening time are Section 2 [Setting the Scene – the Taranaki Region], Section 3 [Statutory context] and Section 4 [Strategic direction], simply to bring them as up-to-date with the latest available information as possible.

Signals as to change in investment priorities for land transport

The Minister of Transport's letter in November 2017 outlined seven transport priorities for the new Government, including:

- Giving public transport greater priority in cities and expanding the public transport system to support new housing and interregional commuting
- Increasing the use of rail to enable efficient passenger and freight use
- Supporting regional development
- Increasing support for active modes – walking and cycling
- Delivering health, safety and environmental improvements
- Reducing the environmental impact of transport
- Mode neutrality in freight transport planning.

Since the last meeting, further guiding information has been received, which is attached to this item for Members information.

- 15 February 2018 – Update on GPS 2018 development from Minister Twyford
- 16 February 2018 – Update from the NZ Transport Agency on NLTP processes
- 1 March 2018 – NLTP update including Timelines and QAs on Continuous Programme Bids.

The investment signals of what will be contained in the revised GPS 2018 are:

- While the current general framework will be retained, Activity Class funding ranges are being reprioritised. Specifically, a decrease in the funds available for, and therefore the scale of, State Highway Improvements is expected, with this funding being reprioritised – largely towards alternate modes.
- Strategic investment priorities will be to achieve a land transport system that –
 - **is a safe system, free of death and serious injury** – New Zealand roads, speeds, vehicles and user behaviours are a long way from what is required to achieve our aim of a land transport system that is free of death and serious injury.
 - **improves access to move towards more liveable cities and thriving regions** – the GPS focusses on how transport can enhance the well-being of people and the environment and significantly shift to providing more investment in public transport, walking and cycling
 - **ensures the land transport system enables better environmental outcomes** – committed to reducing carbon emissions from transport by substantially increasing the use of lower emission modes, such as walking and cycling, providing frequent and affordable public transport, and supporting rail and sea freight. Lower emission transport options, like electric vehicles and bio-fuels, encourage efficient network and speed management is also key to this priority area
 - **delivers the best possible value for money** – value for money in transport will deliver the right infrastructure and services to the right level at the best cost. This consideration needs to take into account the full range of benefits and costs over the whole of the life of the investments.
- The addition of guiding ‘themes’ –
 - a mode neutral approach to transport planning and investment decisions
 - incorporating technology and innovation
 - integrating land use and transport planning and delivery.

Other key points gathered from this correspondence and discussions with Ministry of Transport and NZ Transport Agency staff are:

- Engagement on a revised draft GPS 2018 will now not begin until late March 2018, for around a month.
- Change from 'Predict and Provide' philosophy of previous Government, to 'Decide and Direct' – that is, this Government is deciding that they want “liveable cities and thriving regions”, then directing how this will be achieved. This contrasts with the previous Government’s approach of predicting growth and providing for it.
- To assist local government with transitioning towards the outcomes the Government wishes to see, and in recognition of local share issues, there **may** be an increase in some Financial Assistance Rates (FARs).
- The *Investment Assessment Framework (IAF) 2018-21* is likewise being revised to reflect the new GPS and will then be used to assess RLTP activities for inclusion in the *National Land Transport Programme 2018-21*.
- The *State Highway Investment Proposal (SHIP) 2018-21* is also being revised to align with the priorities of the new Government, and is expected to be released for engagement in late April 2018.
- More substantive changes will be involved in a 'GPSII' that is likely to be engaged on in 2018/19. Changes to the *Land Transport Management Act 2003* are also likely.

Alignment of Taranaki RLTP to the new GPS

The RTC must ensure that the RLTP aligns with the new investment priorities of the GPS when it is released. Until then, the signals provided by the Minister of Transport as outlined above are the accepted guidance.

The Strategic Direction of the Taranaki RLTP, as outlined in Section 4 of the Plan, appears to already align well with the priorities of the new Government. Since the former *Regional Land Transport Strategy for Taranaki* was developed in 2010, the region’s preferred strategic direction has remained '**Improved roading, with an increased provision of alternative modes**'.

This preferred high-level direction forms the basis for the suite of policies, objectives and measures included in this Plan, and involves:

- strategic improvements to road and rail capacity, service provision and integration (i.e. from current roading/rail commitments and capacity)
- increased growth in public transport services – for both urban New Plymouth and other areas
- increased emphasis on alternative modes (i.e. walking/cycling) infrastructure provision and education/advocacy/promotion
- increased demand management practices implemented.

It is the programme of activities and funding sections of the Plan that are more likely to require significant alteration in May-June, once the revised GPS, IAF and SHIP are available, and Council Long Term Plans have been refined.

Targeted consultation

Section 18CA(2) of the *Land Transport Management Act 2003* states, “In carrying out the review, the RTC must have regard to the views of representative groups of land transport users and providers.”

The draft RLTP will therefore be directed to the following organisations for feedback during the targeted consultation period of 26 March to 20 April 2018:

- New Plymouth, Stratford and South Taranaki district councils
- Horizons and Waikato regional councils
- Taranaki’s eight iwi
- Automobile Association, North Taranaki Cycling Advocates, Road Transport Association, NZ Police, Department of Conservation, Venture Taranaki.

Provincial Growth Fund (PGF)

The other area of uncertainty and opportunity that impacts on projects within the RLTP is the Provincial Growth Fund (PGF).

The \$1 billion per annum PGF was officially launched in Gisborne on 23 February 2018 by the Regional Economic Development Minister, Shane Jones. The fund aims to lift productivity potential in the provinces. Its priorities are to enhance economic development opportunities, create sustainable jobs, enable Māori to reach their full potential, boost social inclusion and participation, build resilient communities, and help meet New Zealand’s climate change targets.

An initial tranche of projects worth \$61.7M was announced as part of the launch, focused on forestry initiatives, tourism ventures, rail and road projects. While these focused on ‘surge’ regions, these included \$250,000 for a rail feasibility study in New Plymouth.

Further details about the PGF are attached to this item for the Committee’s information, with more information available at the following links.

- <http://www.mbie.govt.nz/info-services/sectors-industries/regionscities/regional-economic-development>
- http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=12000424

While the details of how the NLTP and PGF will operate together is still in development, it is known that a transport project must be included in a RLTP in order for it to be considered for funding from either the NLTF and/or the PGF.

The official release of *Make Way for Taranaki: Tapuae Roa* on 6 April 2018 may include announcement of some PGF funding for Taranaki. All transport-related projects that have been identified within Tapuae Roa are outlined in the RLTP currently.

Revised RLTP review timeframes

In response to GPS delays, the revised timeframe for completing the review is –

Original timeline		Revised timeline
29 November 2017	RTC approves revised Draft Plan for release for consultation.	21 March 2018
8-15 December 2017	Revised Draft Plan sent out for targeted consultation .	26 March 2018
9 February 2018	Targeted consultation period ends.	20 April 2018

	Review of RLTP in light of: - feedback received during consultation - revised GPS and IAF - revised state highway programme (SHIP) - further information known on potential PGF applications - release of <i>Tapuae Roa: Make Way for Taranaki</i>	April-May 2018
21 February 2018	RTAG meeting - initial consideration of submissions and other changes needed.	16 May 2018
7 March 2018	RTAG meeting - consider final Plan incorporating recommended changes.	30 May 2018
21 March 2018	RTC holds Hearing of Submissions on draft Plan (if required). RTC approves final RLTP (with amendments from Hearing) to go to the TRC for consideration.	13 June 2018
10 April 2018	TRC adopts the revised Plan.	26 June 2018
30 April 2018	Plan must be submitted to NZTA (via online submission into TIO) where the activities will be nationally moderated for inclusion in the <i>National Land Transport Programme 2015-18</i> .	29 June 2018

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*.

Iwi considerations

This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 2010078: Update on GPS 2018 development from Minister Twyford 15Feb2018

Document 2020616: Update from the NZ Transport Agency on NLTP processes 16Feb2018

Document 2016608: March 2018 NLTP update including Timelines and QAs on Continuous Programme Bids

Document 2021337: Provincial Growth Fund information to RTC Mar2018

Document 1971266: Draft RLTP 2015-21 as revised by 2017/18 mid-term review – for RTC Mar 2018

REGIONAL *Land Transport Plan*

FOR TARANAKI 2015/16 – 2020/21

As revised by mid-term review
for the 2018/19 – 2020/21 period



Regional Land Transport Plan for Taranaki 2015/16 – 2020/21

Produced by:



With assistance from:



March 2015

As revised by mid-term review at March 2018

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FOREWORD

Under changes to the *Land Transport Management Act 2003* introduced in 2013, regional transport committees are required to develop a regional land transport plan, in consultation with their community and stakeholders, every six years.

The first such plan for the region, the *Regional Land Transport Plan for Taranaki 2015/16 -2020/21* (the Plan or RLTP), was prepared by the Regional Transport Committee for Taranaki during 2014/15 and approved by Council in April 2015. It came into effect on 1 July 2015.

The RLTP is a six-year (1 July 2015 to 30 June 2021) document. It sets out the strategic direction for land transport in the Taranaki region over an approximately 30 year planning horizon; states the regional priorities for the next 10 years; and outlines the proposed land transport activities over the next 6 years that seek to contribute to these, for which the NZ Transport Agency and approved organisations (the three district councils in the region, the Taranaki Regional Council and the Department of Conservation) are seeking national funding.

The Plan is developed in partnership with our regional partners with agreement on which activities we want to pursue and in what order of priority. Based on the Plan, the NZ Transport Agency will decide which activities it will include in the National Land Transport Programme. Once included in the National Programme, an activity can then be funded from the National Land Transport Fund and subsequently delivered.

Though the Plan itself has a life of six years, it is required to be reviewed and a new programme of activities prepared on a three-yearly cycle – in line with the National Land Transport Programme.

This is therefore the revised Plan as updated through the mid-term review process, with updated tables of planned activities (Section 5) and forecasts (Section 6). There have also been minor amendments made to some of 'front-end' of the Plan as a result of the review process, primarily to the policies and outlining of issues (Section 3 – Strategic Direction).

Central Government policy has directed the first call of land transport dollars to national priorities. This may affect the level of funding for our regional priorities but we will continue to focus on projects that are important to Taranaki, making our roads safer, more efficient and providing walking and cycling opportunities.

The Plan underpins and takes into account previous work undertaken at a national and regional level such as *the Regional Land Transport Strategy for Taranaki 2011-2041*, *Connecting New Zealand 2011*, and the draft *Government Policy Statement on Land Transport 2018*. The Committee is satisfied that this Plan is consistent with these documents. Issues, targets and priorities identified in these documents have also assisted in identifying and prioritising the transport issues identified in this Plan.

Section 4 of the Plan identifies Taranaki's land transport issues and challenges, along with objectives, policies and measures (methods) that have been identified to address them as the region works towards its strategic vision for the future.

Activities identified in Section 5 of the Plan seek to address these priorities in the near future. Section 6 then identifies funding sources for the proposed activities and projects.

On behalf of the Committee, I would like to thank all those individuals and organisations that contributed to the preparation of the original document and this revised version. I look forward to working with you in delivering better land transport outcomes in the future.

Councillor Craig Williamson

Chair, Regional Transport Committee for Taranaki



1. INTRODUCTION TO THE PLAN

1.1 Purpose and role

This document is the *Regional Land Transport Plan for Taranaki 2015/16 – 2020/21* (the Plan or RLTP). It is the first regional transport plan prepared for Taranaki.

This is the second version of the Plan, as revised during the mid-term review undertaken in the 2017/18 year.

The Plan's role is to provide strategic direction to land transport in the region and set out how the region proposes to invest to achieve its objectives.

The purpose of the Plan is to:

- Identify the key transport issues and challenges in the Taranaki region, and how land transport activities proposed in the Plan will address these issues.
- Set out the region's land transport objectives, policies and measures for at least 10 financial years.
- List land transport activities in the region proposed for national funding during the six financial years from 1 July 2015 to 30 June 2021.
- Prioritise regionally significant activities.
- Provide a ten-year forecast of anticipated revenue and expenditure on land transport activities.

1.2 Area and period covered

The Plan covers the Taranaki region, plus that part of the Stratford district that lies in the Manawatu-Wanganui Region (refer Figure 1).

Local government administration within the Taranaki region is carried out by the Taranaki Regional Council and three territorial authorities: the New Plymouth, Stratford and South Taranaki district councils. The Stratford

District Council has agreed through a memorandum of understanding that the whole district is included in the Taranaki region for regional transport planning matters.

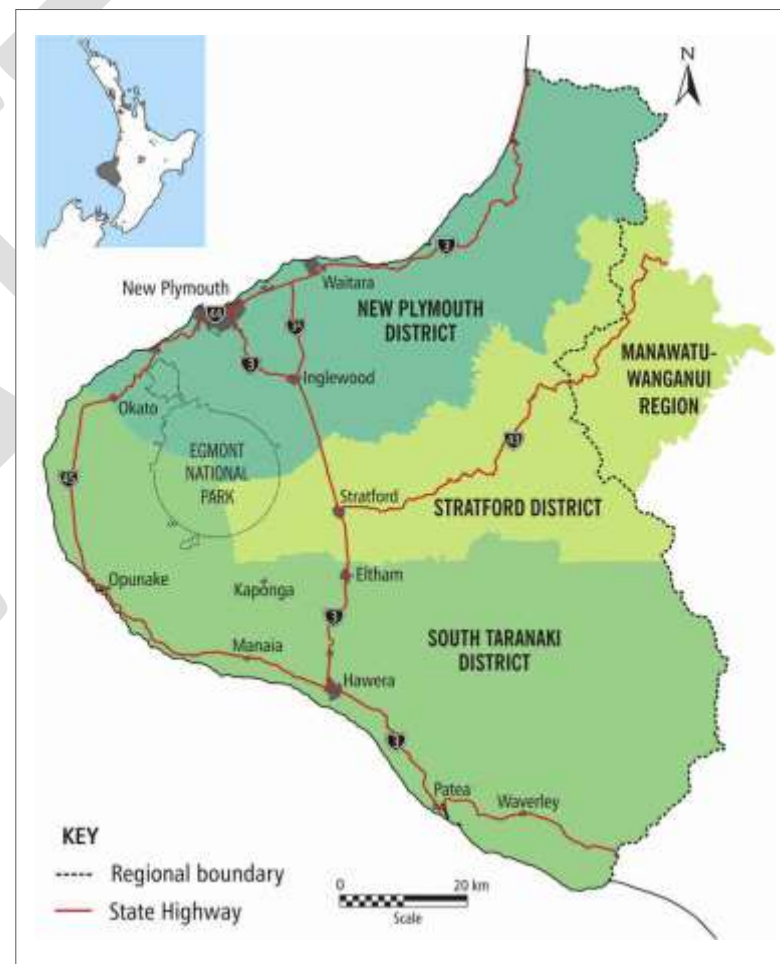


Figure 1: The Taranaki region – location and local government boundaries

Period covered

The Plan is a six-year document covering the six financial years from 1 July 2015 to 30 June 2021:

- Year 1 (2015/16) – 1 July 2015 to 30 June 2016
- Year 2 (2016/17) – 1 July 2016 to 30 June 2017
- Year 3 (2017/18) – 1 July 2017 to 30 June 2018
- Year 4 (2018/19) – 1 July 2018 to 30 June 2019
- Year 5 (2019/20) – 1 July 2019 to 30 June 2020
- Year 6 (2020/21) – 1 July 2020 to 30 June 2021.

Financially, the Plan forecasts expenditure and revenue for a further four years, ten financial years in total (1 July 2015 to 30 June 2024).

Strategically, the Plan retains a longer term view over an approximately 30 year planning horizon, as the Regional Land Transport Strategy did before it.

The Plan will remain in force until 30 June 2021 – or unless a variation is required under section 18D of the *Land Transport Management Act 2003* (LTMA) (refer Section 7.3 of the Plan).

The Plan must be reviewed during the 6-month period immediately before the expiry of the third year of the Plan — it is the result of this review which is presented in this revised document.

1.3 Background and scope

The Plan has been prepared by the Regional Transport Committee for Taranaki (the Committee) on behalf of the Taranaki Regional Council in accordance with the LTMA.

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.

The Plan has two key components which reflect the legislative requirements: a strategic policy framework, and a more technical programme component which contains the regional programme of transport activities.



Strategy + Programme

The first part of the Plan, the “strategic front-end” outlined in Section 4, essentially replaces the RLStrategy in a very condensed form.

The second half of the Plan, replaces the former RLTProgramme, and is essentially a programme of works through which the NZ Transport Agency and approved organisations in the region bid for funding assistance from the National Land Transport Fund (the NLTFund). Section 5 of the Plan lists the activities for which funding support is sought from the NLTFund. The activities are in two broad categories:

- Routine maintenance and minor improvement activities on roads and existing passenger transport services, which are automatically included in this Plan.
- Other activities, including capital improvement projects, which are considered to be of regional significance and have therefore been individually reviewed and prioritised within this Plan. These priorities are used to influence what activities can be implemented with the funding available and when they are likely to be implemented.

The NLTFund is administered by the NZ Transport Agency on behalf of the New Zealand government.

Outside of, and in addition to, the NLTFund, the Government has made available some Crown funds for specific state highway projects identified in their Accelerated Regional Rooding Package – refer Section 5.6. This Package includes the SH3 Mt Messenger to Awakino Gorge Programme (currently underway) and the SH3 Normanby Overbridge Realignment (completed February 2017), which are also included in the Plan.

1.4 Development process

The Committee has developed the Plan with advice from its Regional Transport Advisory Group (RTAG). The following steps were undertaken in the development of the Plan:

1. Drafting of the background and strategic sections of the Plan were commenced taking account of the statutory requirements as specified by the LTMA.
2. Evaluation of existing strategy, literature review of national, regional and local policies, and identification of emerging issues.
3. A stakeholder engagement workshop was held to help get a shared view on the transport priorities (issues faced and outcomes desired) that should be focused on in the region – during the six-year life of the Plan and beyond.
4. Development of issues, preferred strategic direction, objectives, policy focus areas and priorities.
5. Approved organisations and the Transport Agency submitted their initial draft funding applications into the *Transport Investment Online* (TIO) system.
6. The Transport Agency and the Committee undertook a check of all funding applications in the Taranaki region for completeness and accuracy.
7. The Committee carried out an assessment of those activities identified for prioritisation.
8. The Committee developed a funding plan showing the sources of revenue against the expenditure required over the next ten years. This

funding plan was developed taking into account known priorities for government investment, anticipated levels of national and regional co-investment and the ability of councils to raise the local share.

9. A draft Plan was then prepared taking account of the statutory requirements as specified by the LTMA.
10. A consultation process was undertaken from 6 December 2014 to 9 February 2015 using the special consultative procedure specified by the *Local Government Act 2002*, including the holding of a public hearing on 18 March 2015.
11. Following the hearing and deliberations on submissions, a final Plan was submitted to the Committee on 18 March 2015 for approval.
12. The Committee then submitted the final Plan to the Taranaki Regional Council for approval on 7 April 2015. Once approved, the Council submitted it to the Transport Agency by 30 April 2015.

Appendix V provides further information on the development and consultation process for the Plan.



The following steps have been undertaken in the mid-term review of the Plan to date:

13. From April-December 2017 the strategic front end of the Plan was reviewed in light of sector changes and new requirements from NZTA.
14. An externally-facilitated Investment Logic Mapping process with key stakeholders during July-August 2017, which confirmed the overall strategic framework of the Plan while suggesting some minor adjustments.
15. The Committee approved the minor changes to the strategic policy framework and structure of the programme of activities in early September 2017.
16. Approved organisations and the Transport Agency submitted their initial draft funding applications for the 2018/19 to 2020/21 period into the TIO system before October 2017.
17. These applications were collated into a draft regional programme of activities for the second half of the Plan period, including a recommended order for those activities identified for prioritisation.
18. The November 2017 meeting of the Committee deferred targeted consultation on the draft revised Plan due to the delay in the necessary guidance from Government.
19. The March 2018 meeting of the Committee approved the draft revised Plan for targeted consultation from 26 March to 20 April 2018, in the knowledge that changes would need to be made post-consultation once the necessary changed policy settings and related guidance was finally available from Government.



2. SETTING THE SCENE – THE TARANAKI REGION

In order to consider and understand the trends and issues for the transport system in the region, it is important to consider the physical characteristics and the demographic or economic trends which will influence demands on the transport network. The following section therefore provides a brief outline of the geography of the region and of the demographic and economic characteristics of Taranaki which have an influence on the planning, provision and management of the region's transport network. Key features of Taranaki's land transport network are also described.

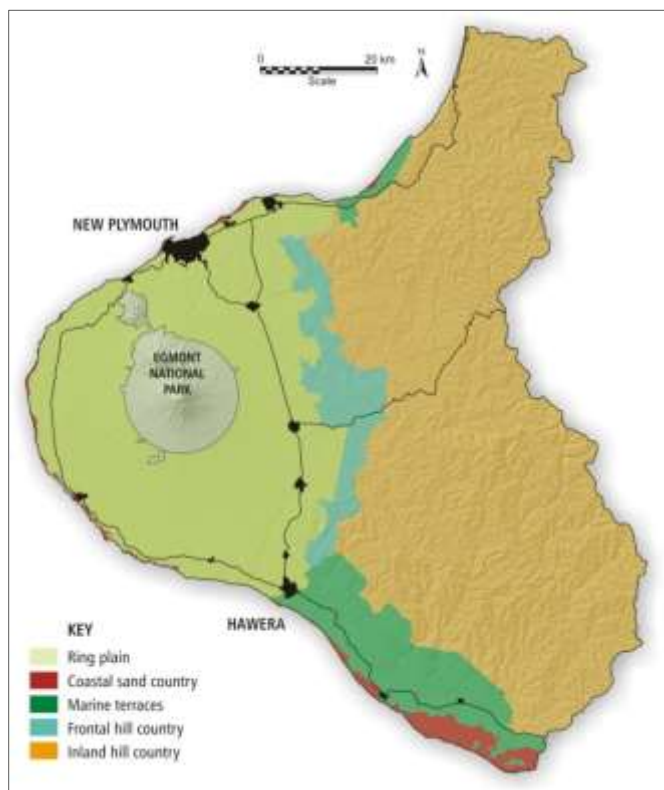


Figure 2: Major landforms of Taranaki

2.1 Geography

Taranaki is located on the west coast of the North Island of New Zealand and is bordered by the Tasman Sea.

At 723,610 hectares, the Taranaki region makes up approximately 3% of New Zealand's total land area, and is home to 2.6% of the country's population. An additional 68,910 hectares of Stratford District which is within the Manawatu-Wanganui (Horizons) Region is covered by Taranaki for the purposes of transport planning – bringing the total land area for the Plan to 792,520 hectares.

Physical geography

Geographically defined by one of New Zealand's most recognisable landmarks (Mount Taranaki), the region consists of four distinct landforms (refer to Figure 2), which naturally impact on their prime uses and therefore transport needs.

- **Volcanic ring plain:** The Taranaki ring plain, centred on Mount Taranaki, consists of fertile and free-draining volcanic soils. The ring plain supports intensive pastoral farming (particularly dairying) that is most intensive on the flatter land in southern Taranaki. Over 300 rivers and streams radiate from Mount Taranaki, and are extensively used by the agricultural sector, for community water supplies and for a wide range of recreational purposes.
- **Eastern hill country:** The hill country that lies to the east of the ring plain is steeply dissected and prone to soil erosion and slipping. However, it can support both pastoral farming and commercial forestry when managed in accordance with the physical limitations of the land.
- **Marine terraces:** The soils of the coastal and inland marine terraces along the north and south Taranaki coast are among the most

versatile and productive in the region. However, the combination of light, sandy soils and strong winds in some areas can lead to localised wind erosion.

- **Coastal environment:** The region is exposed to the west and as a consequence, high-energy wave and wind conditions dominate the coastal environment. There are few areas of sheltered water beyond the major estuaries and the confines of Port Taranaki.

Climate and natural ground resources

The Taranaki region has a temperate climate with generally abundant rainfall. The climate and subsoils are suited to high-producing pastures, with about 60% of the region used for high intensity pastoral farming. Approximately 40% of the region is in indigenous forest and shrubland, mostly within Egmont National Park and areas of the inland hill country. The region also has significant natural resources beneath the ground in the form of oil and gas reserves, being known as the energy centre of the country.



Local government boundaries

Local government administration within the Taranaki region is carried out by the Taranaki Regional Council and three territorial authorities: the New Plymouth, Stratford and South Taranaki district councils (refer Figures 1 and 3).

Adjoining the Taranaki region are two other regional authorities: Waikato Regional Council to the north and Manawatu-Wanganui Regional Council (known as Horizons Regional Council) to the east and south.

While the New Plymouth and South Taranaki districts are contained entirely within the Taranaki region's boundaries, a portion of the Stratford District (that which is part of the Whanganui catchment) is included in the Manawatu-Wanganui region for all district council matters unrelated to transport. However, for any transport related matters (i.e. funding for projects under the RLTP and RTC jurisdiction) an agreement has been reached for these to be addressed by Taranaki's RTC.

2.3 Population

Taranaki is home to over 109,000 people, most of whom live in the coastal city of New Plymouth. The region is split into three districts: New Plymouth to the north with a population of about 74,000; Stratford in central Taranaki servicing about 9,000 people; and South Taranaki, including the main centre of Hawera, with a population of 26,000.

The urban centres of the region are New Plymouth, Hawera, Waitara, Inglewood, Stratford, Opunake, Eltham, Manaia, Patea and Waverley.

Taranaki's total population was 109,609 at the 2013 Census – an increase of 5.3% since the 2006 Census. The region has 2.6% of the New Zealand's population, ranking it 10th in population size out of the 16 regions. The New Plymouth District recorded a 7.7% increase in population over this same period, with Bell Block, Highlands Park and the Barrett Zone being key growth areas. The *National Policy Statement on Urban Development Capacity* was introduced by the Ministry for the Environment in 2016, and newly defined the New Plymouth District as high growth (i.e. predicted to grow by more than 10% from 2013 to 2023).

Taranaki has higher proportions of elderly and youth than the national average and this is likely to continue. These two factors are used to measure levels of transport disadvantaged in a region as they represent those people who are most likely to need transport assistance which may include community transport where appropriate. Other transport disadvantage indicators include people on low incomes, the unemployed and proportion of households with no car. In Taranaki it is anticipated that, with the ageing of the population, the levels of transport disadvantaged are set to increase.

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.

Iwi

There are eight recognised iwi whose 'rohe' or tribal area falls either wholly or partially within the Taranaki region. The rohe of Ngati Ruanui, Nga Ruahine, Taranaki, Te Atiawa and Ngati Mutunga are located completely within the region. The rohe of Ngati Tama overlaps the Waikato region to the north, and those of Ngati Maru and Nga Rauru overlap the Manawatu-Wanganui region to the east and south. Ngati Maniapoto are likely to become a ninth iwi for the region, as a result of their Treaty Settlement negotiations. As more Treaty of Waitangi claims are settled, iwi are becoming more active in resource use and development activities throughout the region.

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.



2.4 Taranaki's economy

A notable feature of the Taranaki region is its reliance on its natural and physical resources for its social and economic wellbeing. Farming and other land-based activities continue to play a prominent role in employment.

Since 2004, economic growth in Taranaki has been consistently above the national growth rate – and this is projected to continue¹. The region leads the nation in the amount of GDP generated per capita. Significant contributors to the region's economy are outlined below.

Agriculture

The following are the major agricultural industries in Taranaki:

- Dairying dominates farming in Taranaki, particularly on the ring plain. Milk processing in Taranaki is now concentrated at one site – Fonterra's Whareroa site near Hawera. Other major agricultural processing industries are based at Kapuni (Fonterra Kapuni and Ballance Agri-Nutrients), and Eltham (Mainland Products and Pastoral Foods). In addition to direct farm income from milk production, the added value resulting from the processing of milk, whey and cheese manufacturing is a significant contributor to employment. Milk production in Taranaki has increased by 11% from 2006/07 to 2011/12², mainly due to the increasing use of supplementary feed that is imported through Port Taranaki.
- Sheep and beef farming is concentrated in the eastern hill country and plays an important part in the regional economy. The largest meat processing works are located at Eltham (Riverlands Eltham Ltd), Hawera and Waitotara (Silver Fern Farms Ltd).
- Taranaki has a significant and expanding poultry industry. It is the major poultry meat producing region in New Zealand, involving all

¹ Taranaki Industry Projections 2013-2036, November 2014

² National Freight Demand Study, March 2014, p28

aspects of the industry from breeding and growing to production and distribution. Operations are concentrated in North Taranaki, with the major processing facility at Bell Block.

There is generally an intensification of land use which is likely to have implications for transport networks, with increasing numbers of heavy vehicles servicing these industries. Within both the dairying industry and sheep/beef industry, amalgamation trends have resulted in a concentration of the processing facilities – which has significantly altered the pattern of rail and heavy traffic road use involved in these industries.

The agricultural industry has a significant impact on the region's land transport network, especially during times of heavy stock movement or peak milk flow.



Forestry

As a consequence of the increased establishment of exotic forests throughout the Taranaki and Whanganui regions, significant tonnage of logs has, and will continue to, require transportation to user plants or

ports for export – having significant impact on local roads in particular. Volumes of logs exported through Port Taranaki have increased tenfold from 2006/07 to 330,000 tonnes in 2011/12³. The volume was harvested from the Taranaki and Whanganui regions. Forests ready for harvesting are forecast to potentially peak in Taranaki over the next 10 to 20 years⁴ before reducing to or less than current levels.

Oil and gas

The oil and gas industry is a major contributor to the regional economy and is of strategic importance to New Zealand⁵. The Taranaki Basin is currently New Zealand’s only commercial hydrocarbon producing area, with the onshore Kapuni and the offshore Maui fields making up the major part of New Zealand’s natural gas resources.

Extensive drilling programmes over recent years have resulted in a number of significant new finds. In the past 10 years new oil or gas fields such as the



³ National Freight Demand Study, March 2014, p206

⁴ National Exotic Forest Description, 1 April 2013, Table 9.7

⁵ Taranaki Industry Projections 2013-2036, November 2014

Mangahewa, Maari, Rimu, Kauri, Pohokura and Kupe fields have been discovered and/or gone into production. By world standards, however, Taranaki is under-explored and exploration interest in the region remains high although at lower levels in recent years than previously. There is also considered to be potential for very large oil and gas reserves in deep water further off the Taranaki coast.

The greatest demands on the transport system tend to take place during the exploration, development and initial production phases of petroleum exploration. Aggregate and other materials are transported during the site preparation phase, often resulting in significant short term loadings, particularly on local roads. Once production is on-stream, products are transported via road tankers in the short-term. Ultimately, in the longer term (and provided it is economically viable) most products of petroleum exploration are piped to and from various processing or treatment plants.

Manufacturing

Taranaki has a relatively small but distinctive manufacturing base. The region has also developed a national and international reputation for its expertise in food processing, particularly of dairy products and specialty dough production. Further, the special servicing needs of the dairy and petrochemical sectors (and to a lesser extent the meat, energy, industrial, chemical and timber processing sectors) have contributed to the development of both heavy and light engineering industries.

Engineering

Taranaki is recognised as New Zealand’s premier region for engineering. The specialist services of engineering, manufacturing and design have established an enviable record for their mechanical and electrical fabrication, engineering design and project management, and

comprehensive support services for the industry. The land transport network plays an important role in supporting this industry through the provision of rail links, port facilities, and the roading network.

Tourism and events

Tourism is playing an increasingly important role in the Taranaki economy. The region's mountain, coast, surf, forests, gardens and parks are attracting growing numbers of visitors. The Taranaki region is also becoming increasingly popular and recognised for organised musical, cultural, sporting and other events. These events bring large numbers of visitors to the region with significant benefits for the local economy. Potential exists to better develop non-motorised transport tourism within the region, particularly walking and cycling trails.

The region's tourism sector is in a high growth phase, enhanced by the Lonely Planet travel guide naming Taranaki as the second best region to visit in the world for 2017. The region's economic development strategy *Tapuae Roa: Make Way for Taranaki* has been in development since late 2016, and has brought together many strands of tourism development through the Visitor Sector Futures component. The Action Plan for this will be released in early April 2018.



2.5 Changes in land use patterns

Patterns of land use changes and subdivision development in Taranaki have been, and will continue to be, complex and unique to the region. However, it is evident that increased subdivision activity in Taranaki generally reflects what is happening in other regions throughout the country.

The New Plymouth District has experienced relatively high levels of greenfields residential development in the Bell Block, Highlands Park and Barrett Road areas. In the next 20 years it is predicted that between 250 and 300 new homes will be built each year throughout the district. The New Plymouth District Council's *Strategic Transportation Study 2008* concluded that New Plymouth's topography will limit westward and southern development - future growth therefore is to be accommodated northeast of the city. The defining of New Plymouth District as a high growth urban area in the 2016 *National Policy Statement on Urban Development Capacity* brings with it a range of opportunities and challenges.

Subdivision in Stratford and South Taranaki districts in recent years has been running at levels more than double that seen in the late 1990s and early 2000s. In Stratford the increase has been mainly lifestyle block development to start with and then infill residential development, as demand for residential property and associated house prices have increased. In South Taranaki, infill subdivision has occurred throughout Hawera with new multi-lot development occurring to the west and north of the town.

With these increases in lifestyle blocks also comes associated expectations that levels of services found in more urban environments (including those associated with transport service provision) are also to be provided in these peri-urban areas. This expectation is an issue which needs to be considered and provided for in councils' Long-Term Plans when planning for future growth areas.

2.6 The land transport network

Existing transport infrastructure

A vital part of the Taranaki region is its physical infrastructure. This includes the region's road and rail network, Port Taranaki and New Plymouth Airport.

These provide essential services to the regional community and economy. Effective and reliable land transport links to other transport modes such as Port Taranaki and New Plymouth Airport are crucial in servicing the region's general infrastructure network.

The Taranaki region has 7% of the country's local rural sealed roads and 5% of the country's total (sealed and unsealed) local roading network. This is relatively high considering the region's population and land area is only around 3% of New Zealand's total. The primary reasons for these high statistics is that Taranaki has intensive agricultural land use patterns, with a consequential need to provide efficient local roading networks to service the region's widely dispersed rural communities. The state highway system is also a critical part of the network connecting main population centres with processing and manufacturing facilities, export outlets and markets.

The region's transport infrastructure is vital for moving large volumes of freight into and out of the region. General freight is moved to and from the north by road through Hamilton and Auckland and south via Palmerston North and Wellington.

Maps of key regional routes are provided in Appendix VIII.

⁶ 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).

⁷ This figure excludes the 39.4 km of state highway in the Stratford District located within the Manawatu-Wanganui region. This portion of SH43 is likewise not accounted for in expenditure figures within the Plan, as the Transport Agency's costings are to the standard regional boundaries not to the district boundaries.

Taranaki's roading network

In total there are 3,916 kilometres of roads in Taranaki, of which 3,168 kilometres (82%) are sealed. The network is made up of 391 kilometres (10%) of state highways and 3,504 kilometres (90%) of local roads, of which around 77% are local rural roads. There are 298 bridges on state highways (including one single-lane bridge at the Stratford cemetery on SH43) and 707 bridges on local roads, of which 432 are single-lane. This equates to Taranaki roads having a bridge approximately every four kilometres. Furthermore, there are 710 kilometres of 'paper roads'⁶ in the New Plymouth District, 700 kilometres in Stratford and 631 kilometres in South Taranaki.

Table 1: Taranaki's roading network statistics - as at 14 November 2014

Road type	Stratford	South Taranaki	New Plymouth	Total
Rural (km)	541.9	1,484.2	959.3	2,975.4
Urban (km)	40.8	140.2	323.5	504.5
Special purpose roads	14.2	-	6.8	21.0
Total local roads	596.9	1,624.4	1,282.8	3,504.1
State Highways	74.1 ⁷	159.6	157.4	391.1
Total all roads				3,916.2

Taranaki's extensive roading network provides vital access and communication links to/from and within the region. An appropriate network of roads are essential for the region's agricultural, petrochemical, forestry and tourism industries, and for maintaining access to widely scattered rural communities and a large number of individual households. This network has developed primarily in response to the needs of these groups, particularly primary producers.

As shown in Figure 3, the **state highways** in the region are as follows:

- **State Highways 3 and 3A** link the region with the main centres to the north and south.
- **State Highway 43** which provides a link to the central North Island.
- **State Highway 45** which connects coastal residents to the rest of the region.
- **State Highway 44** which connects Port Taranaki to State Highway 3 in New Plymouth.

The region's state highways are of strategic value for Taranaki, with State Highway 3 being of particular significance. It is important to the viability of industries in Taranaki being able to compete in the North Island market and in overseas export markets, for regional tourism, and for access to other services and facilities in major centres outside Taranaki.

Roads will continue to be the dominant infrastructure for passenger and freight transport modes in the Taranaki region, particularly as the basis of the economy will remain orientated towards primary production which cannot, by character, be centralised. At this stage, the roading network is therefore the most effective way of servicing this region's widespread, low density population and agricultural economy.

Heavy vehicles

A significant proportion of freight in the region is carried by heavy vehicles using both the state highway and local roads network. To increase the productivity of the road transport and move more freight on fewer vehicles, the Land Transport Rules have been amended. A High Productivity Motor Vehicle (HPMV) permit is available to carry between 44 to 62 tonnes on identified routes and a 50MAX network-wide permit is available to travel at 50 tonnes over 9 axles throughout the entire network, with the exception of structures specifically excluded. The region

as a whole has embraced freight efficiency through joining up to provide HPMV and 50MAX where appropriate. All of SH3 in Taranaki is available to 50MAX and the majority is available to HPMV. Previous studies have shown that there is a comparatively high heavy vehicle intensity on Taranaki's roads, which can result in adverse impacts on local communities as well as increased rate of wear and tear on the roading network.



Freight movements

Taranaki relies heavily on freight transport by road (95% of all freight movements from Taranaki in 2012⁸), with rail and coastal shipping also playing a role in moving freight within and into/out of the region. Short intra-regional freight trips are predominantly by road, whereas rail is used for medium length inter-regional trips and coastal shipping is used for long distance inter-regional trips (or to avoid large urban agglomerations). However, this may also be a result of either the commodity mixtures carried into/out of the region and the relatively low time criticality of some commodities, or the relatively good infrastructure provision in the rail and maritime industries in the region.

⁸ National Freight Demand Study, March 2014, p193

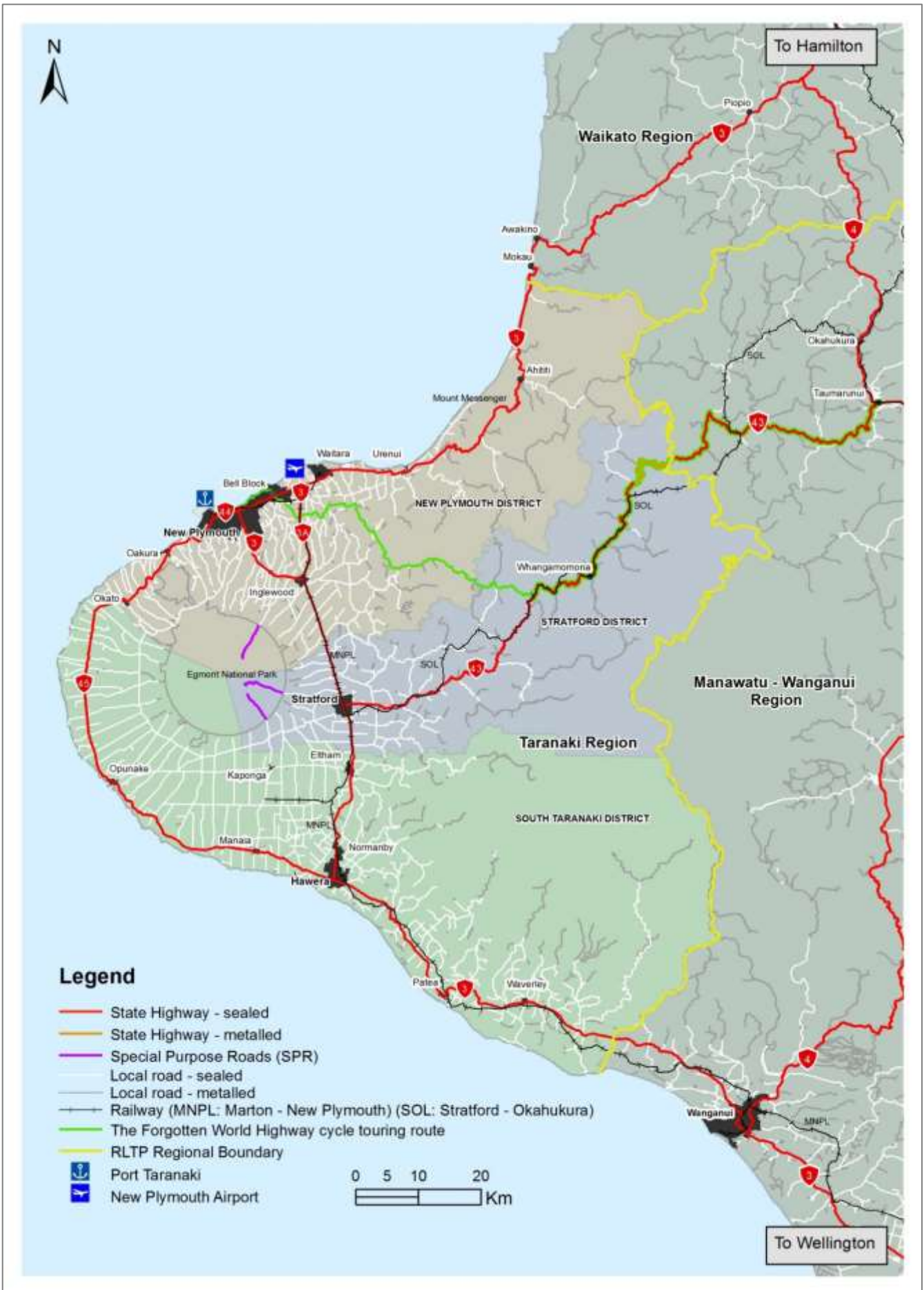


Figure 3: Overview of Taranaki's current regional land transport network

Rail network

The New Zealand railway network is owned and managed by KiwiRail, who operates all freight and most passenger services. Previously rail access into Taranaki has come from both the north-east and the south (refer to Figure 4).

- Access south (freight only) is via the Marton – New Plymouth Line (MNPL) which is largely co-located alongside SH3 and links Marton – Wanganui – Hawera – New Plymouth. Terminus is Smart Road (New Plymouth)
- Access north has historically been on the Stratford to Okahukura Line (SOL), at which point the North Island Main Trunk line is used to access Hamilton and beyond. In 2010 KiwiRail mothballed (i.e. retained for possible re-opening in the future) the SOL Line following a derailment at its northern end and consequential damage caused. Rail freight previously moved using this Line is therefore now being moved to/from Taranaki via Marton and the North Island Main Trunk Line. Adventure tourism operator Forgotten World Adventures reached agreement with KiwiRail in 2012 to lease the line for their new venture using modified petrol golf carts on the rail line for tourists to travel between the line's termini at Stratford and Okahukura. The 30-year lease makes the company responsible for the line's maintenance and access control but allows KiwiRail to use the line in emergencies and to resume control of the line depending on future circumstances and opportunities.

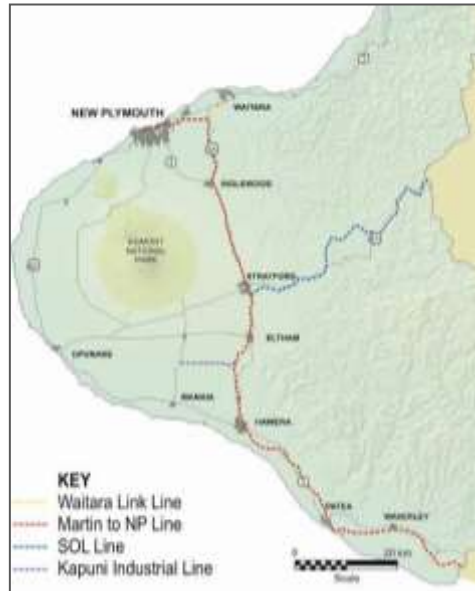


Figure 4: Taranaki's rail network

Licensed industrial railway lines throughout Taranaki, include those for Fonterra (at Whareroa and Kapuni) and Ballance Agri-Nutrients (Kapuni). There are also industrial rail sidings at Ravensdown, Shell Todd Oil Services, Vector Limited and Port Taranaki.

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 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.



Sea links

Port Taranaki, also known as the West Gate, is the only deep water west coast port in New Zealand. As the Taranaki region is New Zealand's only oil and gas producing province this industry provides continuous utilisation and profitability for the Port. The Port is operated by Port Taranaki Ltd and currently offers nine fully serviced berths for a wide variety of cargoes and vessels. Other cargoes through Port Taranaki include supplementary feed for the dairy industry, logs and fertiliser.

The Port is a key transport network hub for the Taranaki region and a major contributor to the economy. Investigations have indicated a Western Blue Highway (providing links to the South Island and eastern ports of Australia) could be viable. The *Tapuae Roa* strategy has flagged the intention to re-examine the business case for a New Plymouth to Nelson/Picton "roll-on, roll-off" link. Future developments associated with cruise ship infrastructure at Port Taranaki could also enable opportunities to connect with this growing market.



Air links

The New Plymouth Airport is the only fully commercial air freight and passenger airport in Taranaki. Other airfields in the region that are large enough to accommodate twin engine cargo planes include those at Hawera and Stratford. A number of private airstrips throughout Taranaki also provide access for top dressing aircraft. As with sea linkages, aircraft movements are not categorized specifically as 'land transport' modes in the Plan. However, it is becoming increasingly important to note the impact steady growth in passenger movements, and hence increased road traffic to and from the airport, have on Taranaki's transportation network.

Early 2016 saw the arrival of a second carrier at New Plymouth Airport, Jetstar, which has further contributed to passenger number growth. New Plymouth District Council took over the Crown's share of the airport in 2017 to give it 100 percent ownership. Increasing passenger numbers have supported New Plymouth District Council's decision for a major new redevelopment to cope with visitor growth, with construction of a new terminal underway in 2018. The Council has also developed plans to increase runway length if airlines opt to use larger aircraft. However, the intersection of Airport Drive with State Highway 3 requires significant upgrade (as part of a wider Waitara to Bell Block safety improvement programme).

2.7 Alternative modes

Passenger transport services

A fit-for-purpose cost-effective public transport service in Taranaki offers a number of potential environmental, financial and social benefits. However, the combination of low population density and geographical isolation can make the provision of cost-effective public transport services in the region difficult. Therefore, for a number of reasons (most often convenience), the use of private and/or company motor vehicles is the most favoured mode of travel in Taranaki.

The Taranaki Regional Council is the organisation responsible for planning for, and contracting of, public transport services in the region. Contracted bus services operate in New Plymouth, Bell Block, Waitara and Oakura urban areas and once-a-week inter-town bus services operate from smaller rural centres such as Waverley, Manaia and Opunake. The Council is heavily involved in a major inter-regional project to implement improved electronic ticketing systems throughout the bus network.

The Council partnering with the Taranaki District Health Board (TDHB), Western Institute of Technology at Taranaki (WITT) and local councils funded the Hawera to New Plymouth (Connector) bus service on a two-year trial from February 2014. Pleasingly the trial was so successful that the service and its funding is now proposed to sit within business as usual activities. The route along State Highway 3 provides a vital connection between south and north Taranaki. The Monday to Friday service operates four return services per day.

The Council also provides subsidised door-to-door transport for people with impairments throughout Taranaki through the Total Mobility Scheme. Contracted providers include New Plymouth Taxis, Energy City Cabs, Stratford Taxis, Ironside Vehicle Society and Driving Miss Daisy.

It is expected that the three local councils and Taranaki Regional Council will continue to support the Ride Share (car pooling) initiative as it continues to support other community transport options.

Connector
HAWERA - NEW PLYMOUTH RETURN

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Email: pickering.motors@xtra.co.nz
TDHB clients & visitors: contact your local hospital or medical centre.



Walking and cycling

As a transport mode, cycling has many benefits to offer when compared with motor vehicles. These include low capital and running costs, greater access, increased potential health, minimal degradation of road surfaces, fewer emissions and less congestion. It is recognised that cycling in Taranaki occurs across a broad range of activities including: travelling to and from school, commuting to work, recreation and leisure, competitive sport and tourism. However, historically cycling in Taranaki has not received as much attention as other transport modes in the region.

On the local roads and state highways, cycling is often perceived as differing from, and therefore secondary to, other vehicular traffic.

Walking is often the quickest, most cost-effective and efficient method of undertaking a short trip, either to work or for recreational/social purposes.

Despite the wide range of benefits, the active transport modes of walking and cycling are not as common as private vehicle use. However, change is occurring in north Taranaki in particular, due to investments made through the Walking and Cycling Model Community Programme.



In June 2010, New Plymouth District Council was one of two Councils (the other was Hastings) awarded a combined \$7 million over two years to develop walking and cycling initiatives to encourage people out of their cars and onto shared pathways and streetscapes. New Plymouth branded their project "Let's Go".

Let's Go – Walk Ride Bus is all about getting people in New Plymouth district to choose walking, riding or taking the bus over using cars for short trips. 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. The project has had wide-ranging successes.

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.



2.8 Key journeys including cross-boundary matters

It is useful to understand the key transport journeys within and through the region, specifically those on strategic intra or inter-regional corridors.

The key strategic corridors are:

Strategic Corridor	Strategic role
SH3 – north of New Plymouth	Freight and tourism route and access to Taranaki from the north.
SH3 – south of New Plymouth	Freight and tourism route and access to Taranaki from the south.
SH44	Freight route and access to Port Taranaki.
SH3A	Freight route and bypass of New Plymouth for inter-regional traffic.
SH43	Tourism, forestry and freight route and access to Stratford from the east.
SH45	Tourism route and access to New Plymouth and Hawera from coastal Taranaki.

Adjoining the Taranaki region are two other regional authorities: Waikato Regional Council to the north and Horizons Regional Council to the east and south.

The region’s transport opportunities, problems and risks do not stop at regional or district boundaries. Cooperation with adjoining local authorities is imperative in ensuring that a consistent and coordinated approach is taken to the management of any land transport networks that cross regional boundaries. In Taranaki, this means developing a coordinated approach with the Horizons Regional Council and Waikato Regional Council, as well as other regions along the western seaboard for coastal matters.

Figure 5 shows the location of Taranaki’s strategic cross-boundary transport links:

- State Highway 3 to the north of the region i.e. from Mount Messenger (Taranaki region) to Pio Pio (Waikato region) and beyond.
- State Highway 3 to the south-east of the region i.e. from Waverley (Taranaki region) to Wanganui (Manawatu-Wanganui region).
- East – West Transport Corridor.
- Coastal transport services – both north and south.
- State Highway 43 to the north-east i.e. from Whangamomona (Manawatu-Wanganui region but the Stratford district) to Taumarunui (Manawatu-Wanganui region).
- Route 40 i.e. between Ahititi (Taranaki region) and Ohura (Manawatu-Wanganui region).



Figure 5: Taranaki’s strategic inter-regional corridor links

The following is an outline of the specific cross-boundary issues relevant to each of these areas.

Waikato cross-boundary corridors

State Highway 3 North: The priority inter-regional issue for the Taranaki region is the future route efficiency, safety and reliability of State Highway 3 travelling north over Mt Messenger, through the Awakino Gorge to Te Kuiti, Hamilton and beyond. Although located largely outside the Taranaki region, this section of the state highway network has a history of road closures due to its surrounding topography and limited access points. This route is also strategically important to the Taranaki region as the principal arterial transport route between the Taranaki and Waikato regions, and is vital to Taranaki's industry and commerce for access to northern markets and export outlets, for tourism linkages, and also for access to health, cultural and other services. An economic assessment of the strategic value of State Highway 3 between Taranaki and the Waikato region (undertaken by Venture Taranaki in 2012) confirmed the importance of this route and found that there is a case for greater priority to be placed on network improvement works on this section of the state highway network. <http://business.taranaki.info/content.php/page/the-road-ahead-economic-development-report-into-sh3-north>

A 'State Highway 3 Working Party' was established in 2002 to address these cross-boundary issues. This Working Party group consists of representatives from the Taranaki Regional Council, Waikato Regional Council, New Plymouth District Council, Waitomo District Council, Automobile Association, Road Transport Association, Transport Agency, Transfield Services and the NZ Police. The primary purpose of this group is to liaise, monitor, coordinate, advocate and collate information on the section of State Highway 3 between Pio Pio and the SH3/3A junction just north of New Plymouth.

Pleasingly, in late June 2014 this section of State highway 3 was identified by the government to be one of fourteen 'accelerated' regional roading projects - specifically, "Improving the safety, freight

efficiency, and resilience of SH3 north of New Plymouth, including the investigation of new passing opportunities." Refer to Section 5.6 Accelerated Regional Roding Package for more information. Members of the SH3 Working Party will be involved in the development of the detailed business case (investigation) of this accelerated project.

The SH3 Awakino Gorge to Mt Messenger Programme has progressed well since the Plan was released and involves three inter-related projects, which are in various stages of implementation:

- Corridor Improvements
- Awakino Tunnel Bypass
- Mount Messenger Bypass



Manawatu-Wanganui cross-boundary corridors

The following cross-boundary issues between Taranaki and Manawatu-Wanganui are important to the Taranaki region:

State Highway 3 South: State Highway 3 south of Taranaki is an important link with major urban areas such as Whanganui and Palmerston North, and from there to Wellington and Napier. As with the other two state highway routes traversing Taranaki's regional boundaries (i.e. SH3 North and SH43), there are limited alternative routes for those wishing to travel to/from the south. The focus for State Highway 3 South (which connects Taranaki to the Manawatu-Wanganui region) is on the maintenance of bridges to an appropriate standard to facilitate freight, safety and route resilience.

East-West Transport Corridor: This is a multi-modal (i.e. road and rail) transport corridor that moves goods across the country (presently mainly logs and fertiliser from the Hawke's Bay and Whanganui to Taranaki), providing efficiencies through the supply chain. 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. Other movement of cargo to Taranaki depends on the inter-regional transport network, frequency of shipping services and the relative competitive position between Port Taranaki and CentrePort, Port of Tauranga and Ports of Auckland.

State Highway 43 to Taumarunui: The key concern for this section of the state highway between Stratford and Taumarunui has been the sealing of 12 kilometres of the highway in the Tangarakau Gorge which remains unsealed. This corridor is increasingly popular as a tourist route connecting central North Island with the North Island's west coast and is promoted as the 'Forgotten World Highway'.

Route 40: This route was reclassified from a 'state highway' to a local road during the 1991 State Highway Review process. It has been identified as an alternative route to State Highway 3 (north) should this route become impassable, and allows access to Mt Damper Falls (which is a major tourist destination in Taranaki) and significant forestry blocks along the route.

Coastal cross-boundary corridors

Western Blue Highway proposals: inter-regional domestic freight carried by coastal shipping has the potential to increase freight through Port Taranaki. The Taranaki region has therefore supported investigations by Port Taranaki into opportunities for allowing roro (roll-on/roll-off) ships to berth at Port Taranaki, hence allowing for the carriage of truck and trailer units/containers between New Plymouth and Nelson. It is anticipated that this proposal would trigger an increased use of rail freight, along with an increase in heavy goods vehicles travelling along State Highway north of New Plymouth to Hamilton and Auckland.

Port Taranaki can provide much needed national resilience for inter-island freight. A new container service between New Plymouth and the top of the South Island would offer resilience. The current route's vulnerability has been exposed by the Kaikoura earthquake related damage to CentrePort and the road and rail network around Kaikoura.



3. STATUTORY CONTEXT

3.1 Land Transport Management Act 2003

The *Land Transport Management Act 2003* (LTMA), as amended from time to time, is the main statutory framework for land transport planning and funding in New Zealand.

The 2013 amendments to the LTMA (through the *Land Transport Management Amendment Act 2013*), made a number of significant changes to regional transport planning and funding:

- Regional land transport strategies and regional land transport programmes were replaced by a new single regional planning document – the regional land transport plan (RLTP), which combines elements of both former documents.
- The LTMA provides that the two planning documents previously in force expired on 30 June 2015. The new regional land transport plans (RLTPs) were required to be adopted by the region and lodged with the NZ Transport Agency by 30 April 2015.
- RLTPs are to be prepared every six years and reviewed every three years. This revised RLTP must be lodged with the NZ Transport Agency by 30 April 2018.
- RLTPs remain the primary instrument through which approved organisations access the National Land Transport Fund for land transport activities.
- The purpose of the Act (and therefore associated requirements for RLTPs) was changed to become, 'to contribute to an effective, efficient and safe land transport system in the public interest'.
- RLTPs are required to 'be consistent with' the *Government Policy Statement on Land Transport* (GPS) for the corresponding period.

3.2 The Plan

Pursuant to the *Land Transport Management Act 2003* (LTMA), the Committee has prepared this revised Plan.

This Plan has been prepared by the Committee in conjunction with the NZ Transport Agency and the three territorial authorities and provides an opportunity for local communities to have a say in the delivery of land transport activities for the region.

The focus of the Plan is on detailed funding for the first three years. However, funding forecasts are also provided for an additional seven years. The Plan is reviewed and new programmes of activities prepared on a three-yearly cycle, though the Plan itself has a life of six years.

The Plan allows approved organisations and the Transport Agency to bid for funding for land transport activities in the Taranaki region from the National Land Transport Fund.

The form and content of the Plan are based on the 'core' content requirements of a regional land transport plan as set out in section 16 of the *Land Transport Management Act 2003* (refer **Appendix I**).

Pursuant to section 16(2)(a) of the *Land Transport Management Act 2003*, the Committee has assessed and is satisfied that the Plan complies with section 14 [Core requirements of regional land transport programmes] of the Act. Please refer to **Appendix II** for a summary of the Committee's assessment.

3.3 Other statements, strategies and plans

Connecting New Zealand

On the 31 August 2011, the Minister of Transport released *Connecting New Zealand: a summary of the government's policy direction for transport*. This aims to summarise the government's broad policy direction for the transport sector over the next decade, in order to assist stakeholders to better understand how the government wants the transport system to develop over that period.

Connecting New Zealand is a non-statutory document which summarises a number of direction-setting documents for the sector, and supersedes the previous government's *New Zealand Transport Strategy 2008*. It draws together the policy direction that has been set out in a number of policy decisions and guidance documents over the last two years. These include the *National Infrastructure Plan*, the *New Zealand Energy Efficiency and Conservation Strategy*, the *KiwiRail Turnaround Plan and Safer Journeys: New Zealand's Road Safety Strategy 2010–2020*. Each of these documents provides detailed guidance on their particular areas of the transport system.

Connecting New Zealand sets out the government's objective for an effective, efficient, safe, secure, accessible and resilient transport system that supports the growth of the country's economy, in order to deliver greater prosperity, security and opportunities for all New Zealanders.

To deliver on its transport objective, *Connecting New Zealand* states that the government is focusing on three key areas:

- Economic growth and productivity
- Value for money
- Road safety

Government Policy Statement on Land Transport

The Government Policy Statement on Land Transport (GPS) is a document issued by the Minister of Transport every three years. It is the Government's

primary tool to communicate what it wants to achieve in land transport, and how it expects to see funding allocated between types of activity (such as roading, public transport and road safety) across the land transport system.

The GPS sets out the government's desired outcomes and funding priorities for the land transport sector and is the policy document that directly influences decisions on how funding from the National Land Transport Fund (NLTF) is invested for the next three year period. Correspondingly, it has a direct influence on the funding that is directed to regions for their transport activities as a Regional Land Transport Plan (RLTP) must be consistent with the GPS in accordance with LTMA requirements.

The finalised *Government Policy Statement on Land Transport 2015* (GPS 2015), under which the original Plan was created, was issued by the then Minister of Transport on 18 December 2014. This confirmed the Government of the time's priorities for the land transport system as being: economic growth and productivity, road safety and value for money.

While a draft GPS 2018 was consulted on in mid-2017, the subsequent change in Government in the final quarter of 2017 brought with it significant changes in policy direction. These have taken some time to go through the necessary processes to embed these into guiding policy documents such as a revised draft GPS 2018. At the time of reviewing this Plan for the 2018-21 period, such documents were still not available. However, to assist the interim review of RLTPs in the meantime, the new Minister for Transport has released 'investment signals' as to what is likely to be within GPS 2018, which are outlined below.

The new Government has seven transport priorities:

- Giving public transport greater priorities in cities and expanding the public transport system to support new housing and interregional commuting
- Increasing the use of rail to enable efficient passenger and freight use
- Supporting regional development
- Increasing support for active modes – walking and cycling

- Delivering health, safety and environmental improvements
- Reducing the environmental impact of transport
- Mode neutrality in freight transport planning.

The Government will invest strategically to achieve a land transport system that —

- **Is a safe system, free of death and serious injury**
- **Improves access towards more liveable cities and thriving regions** – the GPS focusses on how transport can enhance the well-being of people and the environment and significantly shift to providing more investment in public transport, walking and cycling
- **Ensures the land transport system enables better environmental outcomes** – committed to reducing carbon emissions from transport by substantially increasing the use of lower emission modes, such as walking and cycling, providing frequent and affordable public transport, and supporting rail and sea freight. Lower emission transport options, like electric vehicles and biofuels, encourage efficient network and speed management is also key to this priority area
- **Delivers the best possible value for money.**

There will also be an addition of guiding ‘themes’, with the most notable being a move to ‘mode neutrality’.

In summary, there is a shift away from a focus on the land transport system being an enabler of economic growth, largely through improved road corridors, towards a broader focus of it being an enabler of access and improved liveability — with a move towards increasing use of public transport, rail, and active modes. While value for money is still a priority, this now will take into consideration a fuller range of benefits (such as social cohesion and environmental gains) as well as costs.

The GPS provides funding ranges available for particular types of transport activities. These funding ranges largely dictate the funding available to support activities listed in a regional land transport plan.

While the current general framework of Activity Classes is likely to be retained, the funding ranges assigned to each class in GPS 2018 are expected to change markedly.

The Transport Agency must give effect to the GPS when forming the National Land Transport Programme. The Investment Assessment Framework (IAF) is the method by which the Agency gives effect to the GPS by detailing the criteria against which investment decisions will be made.

A revised IAF for 2018 will follow the release of the GPS.

National Land Transport Programme

The National Land Transport Programme is the mechanism through which the Transport Agency allocates funds to itself and approved organisations for land transport infrastructure and services.

The Transport Agency develops a National Land Transport Programme (NLTP) every three years to give effect to the GPS. The NLTP sets out the activities that address the transport priorities of the GPS using the funding provided in the GPS for different activities.

To be included in the NLTP activities have to be:

- included in a regional land transport plan (including those concerning state highways) and proposed for funding from the National Land Transport Fund, or
- an activity that will be delivered nationally.

Regional Policy Statement for Taranaki

The *Regional Policy Statement for Taranaki* (RPS) became operative in January 2010. It aims to achieve the purpose of the *Resource Management Act 1991* (i.e. the promotion of sustainable management) by providing an overview of the resource management issues of the region and the policies and methods to achieve integrated management of the natural and physical resources.

The *Regional Policy Statement for Taranaki 2010* takes account of all those issues relating to resources such as land, water, and air that are of importance to the region, as well as putting in place policies and methods to achieve integrated management of those resources. While there is no specific 'transport' component to the RPS, there are a number of objectives, policies and methods of implementation which could have an effect on land transport planning (both directly and indirectly), as follows:

- The air and climate change section specifies the requirement to consider in the preparation of the RLTS strategy provisions to reduce emissions of greenhouse gases.
- The energy section identifies the need to maintain and implement an RLTS that encourages and promotes the efficient use of energy in the transport sector.
- The built environment section identifies resource management issues of regional significance, which have primary effect on Taranaki's built environment i.e. urban and rural settlements, telecommunications and utility networks, transportation systems, sewerage and water systems, dams and flood control structures, and recreational facilities.

Long-Term Plans

Under the *Local Government Act 2002*, a *Long-Term Plan* (LTP) is prepared by each council every three years and contains planning and financial information for the next 10 years. These plans describe how each council is to deliver the community outcomes agreed to by the local community, the level of rates expected for the three years of the Plan and other information pertinent to its community.

The programme activities outlined in this document for inclusion in this Plan, for the midterm review, are those submitted to the Committee as at [12 November 2017](#). These are based on each organisation's own draft LTP for the period corresponding with the Plan. As such, these activities may be varied or withdrawn by the relevant approved organisation at any time, as each organisation reassesses their own priorities and options during their internal and public consultation processes. This refinement of

activities is required as each council goes through their own LTP development, or as more information becomes available about a specific project proposed. This is often particularly the case with estimated costs. As such, **the development of the Plan is very much an iterative process and given the complex nature of the activities involved is considered to be a snapshot in time that will continue evolving.**

Councils prepare and consult on their LTPs in the first half of 2018. This Plan has an impact on every LTP in Taranaki because the level of Government subsidy received will affect the size of each transport programme and the amount of income required from district or regional rates. For an activity to be included in the final RLTP it must first appear in an LTP. The reason for this is that the Government funding is a co-investment which can only be approved once the regional council or territorial authority has confirmed its share of the project cost (known as "local share"). Due to the timeframes set by central government, the RLTP is consulted on prior to the LTPs however. Due to the timing involved, whereby each of the councils involved will only just be finalising their transport programmes within their Long-Term Plans at the end of June 2018, adjustments to the RLTP may therefore need to be made following this date.

Note that the Taranaki Regional Council's *Long-Term Plan* focuses only on those transport activities that the Council is responsible for, i.e. public passenger transport and Total Mobility services, and regional land transport planning and administration. Similarly, New Plymouth, Stratford and South Taranaki district councils are preparing their own long term plans (formerly long-term council community plans) which focus on their activities.

3.4 Plan partners and their roles

There are a number of key organisations involved in putting together regional land transport plans, as outlined below.

New Zealand Transport Agency

The NZ Transport Agency (Transport Agency) was established in August 2008, taking over the functions of Land Transport New Zealand and Transit New Zealand. The Transport Agency's objective is to carry out its functions in a way that will contribute to producing an affordable, integrated, safe, responsive and sustainable land transport system.

The Transport Agency plays a pivotal role in New Zealand's land transport planning and funding system. Its planning role is expressed through the three-year National Land Transport Programme, which contains all the activities that the Transport Agency has agreed to fund, or anticipates funding, over the first three financial years of this Plan. Further, the evaluation policy that the Transport Agency adopts has a strong influence on the kinds of projects and services that are funded.

The Transport Agency also provides guidance to regional transport committees on the development of regional land transport plans. With regards to the development of this Plan, the Transport Agency has two distinct roles to play. These are:

1. The state highways section of the Transport Agency, formerly known as Highways and Network Operations (H&NO), submits their programme of activities to the Committee for inclusion in the Plan.
2. The Taranaki Regional Council then submits the overall Plan to the Transport Agency for prioritisation and inclusion in the National Land Transport Programme. The Transport Agency must take into account the regional priorities when deciding on national priorities, but may end up with a different order of priority for activities. The Transport Agency cannot include anything in the National Land Transport Programme that has not been included in a regional land transport plan.

Taranaki Regional Council

The role of the Taranaki Regional Council with regard to this Plan is to:

1. Ensure that the Regional Transport Committee appropriately prepares and consults on a regional land transport plan every six financial years.
2. Consider and approve a regional land transport plan by the date specified by the Transport Agency (30 April 2015). If not approved the Council must forward the unapproved plan by the same date, along with reasons for not approving it.
3. Ensure that details of that regional land transport plan are correct in *Transport Investment Online* and confirm this to the Transport Agency.
4. Forward copies of that regional land transport plan to the Transport Agency and other parties listed in section 18F of the *Land Transport Management Act 2003* and make it publically available by 31 July 2015.
5. Vary the regional land transport plan in accordance with statutory requirements.

The Taranaki Regional Council is also an Approved Organisation in the region, with responsibility for various regional transport planning and coordination activities, along with responsibility for implementing and monitoring public transport services in the region. Therefore, in its role in regional planning and public transport it also submits a range of activities to the Plan.



Regional Transport Committee for Taranaki

The Regional Transport Committee for Taranaki (the Committee) includes representation from the Taranaki Regional Council, the New Plymouth, Stratford and South Taranaki district councils, and the Transport Agency.

It is one of the Committee's key responsibilities to prepare, review, vary and monitor the implementation of regional land transport plans.

If a territorial authority covers two regions they must decide which regional transport committee they wish to join. As previously noted, Stratford District Council (which lies partly in the Manawatu-Wanganui region) has agreed through a memorandum of understanding that they are included in the Taranaki region for regional transport planning matters.

Territorial Authorities

Territorial authorities participate in the land transport planning and funding system in a number of important ways. There are three territorial authorities in Taranaki –

- New Plymouth District Council (NPDC)
- Stratford District Council (SDC)
- South Taranaki District Council (STDC).

They have a number of regulatory, road safety, planning and ownership roles with regard to land transport. In particular, their role is to own and operate the local road network, including provision of infrastructure that facilitates walking and cycling activities. They control the local roads (that is, all roads that are not state highways) in their districts and are responsible for their maintenance and improvement.

Each territorial authority submits their district's programme of proposed land transport activities for the upcoming six financial years to the Committee for inclusion in the Plan.

New Zealand Police

The New Zealand Police contribute towards land transport objectives, in particular road safety, in a variety of ways. These activities range from drink-driving enforcement to community road policing and commercial vehicle enforcement.

The Minister of Transport retains responsibility for approving the funding the police will receive on the recommendations of the Transport Agency. Regional transport committees are required to consider the role of police activities in their regional land transport plans when they are developing them, but specific police activities do not form part of the regional transport plan. An assessment of the Plan's relationship with Police activities in the region is provided in **Appendix III**.

The Ministry of Transport is required to monitor and report on the delivery of police activities.

KiwiRail

KiwiRail, the New Zealand Railways Corporation, is a statutory body charged with managing the country's rail network. Rail has an important function in the region as a strategic and arterial route for freight traffic. KiwiRail therefore plays an integral part in the region's land transport network and has a keen interest in the overall efficiency and safety of the roading network, including road safety at level crossings.

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.

Regional Transport Advisory Group for Taranaki

The Committee's advisory group has carried out much of the detailed work associated with preparing this Plan. This group of technical staff from the region's approved organisations and the Transport Agency provide advice to the Committee through every step of the preparation and monitoring of the Plan. Other organisations may be invited from time to time to assist the advisory group.

Roadsafe Taranaki

Roadsafe Taranaki is made up of representatives from the three district councils in the region. This group works closely with the Road Safety Action Planning Group made up of representatives from the New Zealand Police, the Transport Agency, Taranaki District Health Board, Taranaki Regional Council and Accident Compensation Corporation. The three district councils have signed a Memorandum of Understanding whereby South Taranaki District Council is responsible for administering and delivering the Community Road Safety Programme on behalf of the group.

As part of its responsibilities, Roadsafe Taranaki has prepared and submitted the *Roadsafe Taranaki Strategy 2018-2021*. The Strategy sets out goals, objectives, and actions, including the estimated level of coordinator input required. Issues identified in the Strategy relate and link to the safer system including: intersections; speed/loss of control; alcohol/drug impaired driving; vehicle safety; education and licensing; cycling; walking; fatigue; restraints; and general coordination and administration. This Strategy has been submitted into *Transport Investment Online* (TIO) and forms part of this Plan.

What are 'approved organisations'?

'Approved organisation' is a defined term in the LTMA. It means a regional council, a territorial authority or a public organisation approved by the Order in Council process.

Being an approved organisation allows the organisation to receive funding from the National Land Transport Fund. Along with the Transport Agency, approved organisations deliver land transport activities and receive funding from the National Land Transport Fund to do so. It is these organisations that initiate proposals for land transport activities that are then taken up into the planning and funding processes under the LTMA. They are then responsible for applying for funding and delivering the activities.

Department of Conservation

Nationally, the Department of Conservation (DOC) are increasing their role as a Road Controlling Authority within the RLTP/NLTP process. For Taranaki, this means that 'DOC (Taranaki)' have entered a small Transport Programme into TIO requesting funding support for road maintenance and improvements from July 2018.



3.5 Current guiding influences

The Plan and the proposed activities it contains are naturally heavily influenced by the policy environment in which they have been prepared. While this environment is complex, constantly evolving and multi-faceted, there are currently five key guiding influences which the Committee wishes to specifically outline here.

The Business Case Approach

The Transport Agency is transitioning to the Business Case Approach for all transport planning investment. New programmes/activities are expected to follow this approach, and this terminology is apparent in the activity tables in Section 5.

The approach breaks the activity development process into phases that have decision gateways. A project's business case is built progressively – starting with a strategic case, then a programme business case and progressing to an indicative business case and finally a detailed business case – with decision points along the way that determine whether the investment is worthwhile in relation to the desired outcome.

Strategic case – sets the strategic context and presents a shared understanding of the scale and significance of problems, the outcomes sought and the benefits desired. This stage is a central pillar to subsequent business case stages and enables the Transport Agency to provide early investment signals to partners. Investment Logic Mapping (ILM) is at the heart of this stage.

Programme business case – identifies an optimal mix of alternatives and options, but doesn't look at detailed solutions at this stage. The preferred programme could include a broad mix of activities that might be delivered by multiple parties over a period of time. This business case will receive official Agency support, including assessment of strategic fit. An anticipated effectiveness and efficiency assessment is also undertaken at a programme level.

Indicative business case – further develops specific activities. It provides a long list to short list of options and it recommends a preferred way forward as part of the short-listed alternatives. An indicative business case receives official Transport Agency support, including assessment of strategic fit and effectiveness, with anticipated efficiency assessment.

Detailed business case – confirms an activity that comes from the detailed programme (previously called 'package') of activities and confirms the overall assessment profile. It includes a more detailed reporting of economic, financial and commercial aspects of the activity.

More information on the Business Case Approach adopted by the Agency is available at - <http://www.nzta.govt.nz/planning/process/approach.html>

One Network Roading Classification

In 2012 the Ministerial Road Maintenance Taskforce found that sector adoption of a national road classification, with associated levels of service, could help to improve investment prioritisation across the country. To implement the Taskforce findings the joint local government / Transport Agency 'Road Efficiency Group' (REG) was established. In March 2013, a joint Project Team was established to develop the One Network Road Classification (ONRC).

The ONRC involves categorising roads based on the functions they perform as part of an integrated national network. The intention is that the classification will help local government and the Transport Agency to plan, invest in, maintain and operate the road network in a more strategic, consistent and affordable way throughout the country. It should also give road users more consistency and certainty about what standard and services to expect on the national road network.

The ONRC project has three elements.

1. The first is classifying roads into categories based on their function in the national network. This was completed in December 2013
2. The second element is the Customer Levels of Service (CLoS), which define what the fit for purpose outcomes are for each

category in terms of mobility, safety, accessibility and amenity. Provisional CLoS have been developed but they will remain provisional until they can be fully tested.

3. The third element is the development of the performance measures and targets, which effectively determine how the categories and customer levels of service translate into specific maintenance, operational and investment decisions.

Going forward, the ONRC will be used by local government and the Transport Agency to guide decision making.

The Funding Assistance Rate sets out the proportion of an activity that is paid by the National Land Transport Fund. It is important to note that in future, the Transport Agency will co-invest up to a level to achieve fit-for-purpose standards, which will be determined by the ONRC.

More information on the ONRC is available at - www.nzta.govt.nz/projects/road-efficiency-group/index.html.

Funding Assistance Rate Review

The Transport Agency has been undertaking a wide-ranging review of the Funding Assistance Rates (FAR) provided by central government for land transport activities. The FAR determines 'how the costs are split' between local authorities (local communities) and the National Land Transport Fund (direct land transport system users) in providing and maintaining the country's land transport network. This is a critical review, because it concerns how the Agency calculates the rate at which they co-invest in activities. This directly impacts on the level of Agency funding of all local authorities and therefore the amount of local share to be funded by ratepayers. A range of FAR Review outcomes were announced in November 2014, with resulting significant changes for approved organisations nationally. Some of these changes have been positive for two of the four organisations in the region, who will be receiving a higher overall FAR going forward. The review of some FAR, for example those relating to Special Purpose Roads (SPR) and Total Mobility services, will be ongoing during the period of the Plan.

Tapuae Roa: Make Way for Taranaki

The region's economic development strategy *Tapuae Roa: Make Way for Taranaki* has been in development since late 2016, and has brought together many strands of development. The Action Plan for this will be released in early April 2018. All transport related projects outlined within the Strategy have been included within the revised Plan.

Provincial Growth Fund

The new Government which came into power in late 2017 announced a Provincial Growth Fund (PGF) aimed at lifting productivity in regions such as Taranaki. At the time of revising the Plan, details of how this Fund will operate (particularly when in conjunction with the NLTF) were still in development. What is becoming clear however, is that any transport focused projects which aim to access the PGF, must be noted within this revised Plan. This is therefore an area which is being closely monitored by the Committee, and necessary adjustments will be made to the Plan.



4. STRATEGIC DIRECTION

4.1 Vision statement

The overall vision for land transport in Taranaki is –

A safe, effective and efficient land transport network, integrated across the whole of the transport system, which enables Taranaki to thrive and to lead a sustainably prosperous New Zealand.

4.2 Strategic direction

The development of this Plan has reconfirmed the general strategic direction for Taranaki's land transport system as set in the *Regional Land Transport Strategy for Taranaki 2011-2041*, of –

Improved roading, with an increased provision for alternative modes.

This preferred strategic direction involves:

- strategic improvements to road and rail capacity, service provision and integration (i.e. from current roading/rail commitments and capacity)
- increased growth in public transport services – for both urban New Plymouth and other areas
- increased emphasis on alternative modes (i.e. walking/cycling) infrastructure provision and education/advocacy/promotion
- increased demand management practices implemented.

This preferred strategic direction forms the basis for the suite of policies, objectives and measures included in this Plan.

Note that the strategic direction is intended to describe a high level direction for Taranaki's land transport system. It is not intended to imply a required level of transport activity and therefore an associated level of transport funding during the Plan period.

4.3 Taranaki's transport issues and challenges

Taranaki is generally well connected and serviced from a roading infrastructural perspective relative to its size and population. However, there are roading and transport infrastructure issues that require ongoing attention if Taranaki is to meet its current and anticipated growth and development needs, and continue to significantly contribute to national growth and productivity.

The following is a summary of the transport problems, issues and challenges for the Taranaki Region, as identified in the *Regional Land Transport Strategy for Taranaki 2011-2041* and reconfirmed with key stakeholders during the development of the Plan. These also take into account national issues and priorities set out in *Connecting New Zealand*, the *Government Policy Statement on Land Transport 2018 (GPS 2018)* and the *New Zealand Energy Efficiency and Conservation Strategy 2001*.

The key issues and challenges for land transport in Taranaki can be summarised as how to best go about –

1. Ensuring a regionally and nationally **integrated transport network**
2. **Facilitating growth and economic development**
3. Reducing the **safety** risk on Taranaki's transport network
4. Maintaining and improving **accessibility and travel options** throughout the region
5. Ensuring **network resilience and responsiveness** in the context of internal and external pressures
6. Reducing negative **environmental and community impacts** arising from transport
7. Addressing these issues in an environment of **constrained funding and affordability** yet rising costs.

4.4 Land transport objectives, policies and measures

The following pages outline these issues along with the objectives, policies and measures (methods) that have been identified to address them.

The issues, objectives and policies identified on the following pages are summarised in Table 2 later in this document, along with policy codes used to reference these against activities 'programmed' in Section 5.

Issues and challenges	Objective and policies	Measures (methods)
<h3>1. Ensuring a regionally and nationally integrated transport network</h3>		
<p>Ensuring successful outcomes in land transport planning and delivery requires integration in several areas: interagency integration (including integration with adjoining local authorities); integration of land use and transport planning; and integration of modes. Integration at these various levels promotes cooperation, agreement on goals to be worked towards, mutually supportive actions and activities, improved effectiveness and efficiency and better value for money.</p> <p>Local and regional investment programmes need to be developed and optimised in the context of a whole-of-transport-system approach. This requires a one-network approach of working with and across partners, networks, modes and issues to develop an optimal and joined-up approach to delivering outcomes. It includes maximising the value of existing investments. The whole of network approach also recognises that some transport issues are at a wider spatial scale than Taranaki, lying outside the region.</p> <p>Related to economic development and changing demographic and land-use patterns comes the need to understand the effects of change and to plan accordingly.</p> <p>Enduring transport solutions are heavily reliant on integrated land use and transport planning, which includes modal integration.</p>	<p>An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness.</p> <p>Policies:</p> <ul style="list-style-type: none"> ▪ Take a one network approach to managing the transport system. ▪ Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner. 	<ul style="list-style-type: none"> ▪ Promoting integration of land use and transport planning. ▪ Promoting appropriate integration between land, air and sea modes of transport when developing and implementing land transport activities. ▪ Promoting cooperation between agencies when developing and implementing land transport activities and initiatives, including development of this Plan. ▪ Taking a one network approach – state highways, local roads, public transport, active modes – with supporting policies to promote efficiencies and collaboration. ▪ Promoting the integration of public transport networks with other modes (especially walking and cycling) through effective urban design. ▪ Improving processes for partners to work together to proactively plan for and address transport needs.

Issues and challenges	Objective and policies	Measures (methods)
<h2 data-bbox="69 252 1122 304">2. Facilitating growth and economic development</h2>		
<p data-bbox="69 344 1016 467">The transport system needs to support economic development opportunities in the region, and contribute to the accessibility and efficiency of business activities and employment. This will enable the Taranaki region to maximise its contribution to national economic growth and productivity.</p> <p data-bbox="69 488 1016 643">Taranaki’s economy is expected to continue growing at a faster rate than the national economy over the next 30 years with employment and GDP projections in the oil and gas industry significant contributors to this growth. Further growth is expected in agriculture, forestry and tourism. Taranaki currently has the highest GDP per capita in New Zealand.</p> <p data-bbox="69 663 1016 978">Taranaki may also become a key freight access point through the development of a ‘Western Blue Highway’ proposal which could see an expanded coastal shipping service along the west coast of New Zealand and between the South and North Islands from Nelson to New Plymouth. An ‘East-West’ corridor to Port Taranaki could also contribute to economic growth and productivity. This would be a multi-modal (road and rail) transport corridor that moves goods from the main production regions of the central North Island to Port Taranaki, and from there to the top of the South Island and/or markets in Australia and Asia. This link would also vastly improve resilience, both for freight and people movement, in a large scale emergency event such as volcanic eruption or another major earthquake.</p> <p data-bbox="69 999 1016 1217">The transport network needs to be able to transport people and goods to, from and within the region safely, reliably and efficiently and without unnecessary restrictions or delays at all times – both now and in the future. The levels of service required to maintain the network, combined with the topographical nature of Taranaki and the fact that there are only two state highway routes entering/leaving the region (SH3 north and south and SH43 east), means that investment in maintenance and renewals of state highways is of major interest.</p> <p data-bbox="69 1238 1016 1329">There are road and rail network constraints on vital inter-regional corridors which are impacting on Taranaki’s ability to enhance its economic performance - on SH3 north of New Plymouth in particular.</p>	<p data-bbox="1032 336 1301 587">An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.</p> <p data-bbox="1032 616 1144 643">Policies:</p> <ul data-bbox="1032 671 1323 1265" style="list-style-type: none"> <li data-bbox="1032 671 1323 858">▪ Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors. <li data-bbox="1032 887 1323 1074">▪ Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports. <li data-bbox="1032 1102 1323 1265">▪ Ensure those roads in the region serving tourism and the productive sector are fit for purpose. 	<ul data-bbox="1357 336 2159 1378" style="list-style-type: none"> <li data-bbox="1357 336 2159 459">▪ Recognising the role of an effective, efficient, integrated land transport infrastructure to lead or promote continued economic development and investment in agriculture, forestry, mining and quarrying (particularly oil and gas), engineering and tourism. <li data-bbox="1357 472 2159 563">▪ Continuing incremental improvements to the overall performance of the whole transportation network, including rail, air and sea linkages – a one network approach. <li data-bbox="1357 576 2159 667">▪ Ensuring a fit for purpose standard of transport infrastructure that will not only maintain but also enhance economic development in the region. <li data-bbox="1357 679 2159 738">▪ Maintaining inter-regional corridors to ensure continued economic development opportunities. <li data-bbox="1357 751 2159 810">▪ Improving inter-regional reliability and route security (i.e. State Highway 3 north and south bound and State Highway 43). <li data-bbox="1357 823 2159 978">▪ Providing reliable land transport linkages to air and sea modes, including to and from New Plymouth airport, corridor protection of State Highway 44 (or a suitable alternative if feasible) to Port Taranaki, taking into consideration the possible expansion of Port and airport operations and facilities. <li data-bbox="1357 991 2159 1018">▪ Recognising the impact of inland freight hub developments. <li data-bbox="1357 1031 2159 1058">▪ Promoting and supporting the sealing of SH43. <li data-bbox="1357 1070 2159 1129">▪ Ensuring current and future reliability of the rail network to accommodate anticipated growth in freight movements. <li data-bbox="1357 1142 2159 1233">▪ Identifying future growth pressures on the network and forward planning to address those pressures, including the impact of subdivision development. <li data-bbox="1357 1246 2159 1305">▪ Identifying and addressing congested areas on the network particularly around New Plymouth. <li data-bbox="1357 1318 2159 1378">▪ Improving the efficiency and effectiveness of existing networks for all transport modes (including rail, air and sea). This includes enabling

Issues and challenges	Objective and policies	Measures (methods)
<p>Taranaki experienced 5.3% population growth over the last census period (2006–2013), placing it tenth in population out of 16 regions in New Zealand. Stratford and South Taranaki saw small gains in population but New Plymouth experienced 7.7% population growth. The region as a whole is also experiencing solid tourism growth, particularly through New Plymouth airport, which is compounding growth issues.</p>	<ul style="list-style-type: none"> ▪ Protect and promote the existing rail corridors. 	<ul style="list-style-type: none"> more freight on fewer trucks through the national HPMV and 50MAX programmes. ▪ Addressing any deterioration in road surfaces and conflicts between heavy vehicles and other road users arising from industry growth.



Issues and challenges	Objective and policies	Measures (methods)
<h3>3. Reducing the safety risk on Taranaki’s transport network</h3>		
<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, not wearing seatbelts, 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 Roadsafe Taranaki’s collaborative road safety education programmes for the period of the Plan.</p> <p>The release of a <i>Speed Management Guide</i> in late 2016 has introduced a new national framework.</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 <i>Safer Journeys</i> and Roadsafe Taranaki. 	<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 Roadsafe 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.

Issues and challenges	Objective and policies	Measures (methods)
<h2 style="text-align: center;">4. Maintaining and improving accessibility and travel options throughout the region</h2>		
<p>Transport is about access and participation. It makes sense to look for ways that people can access what they need as efficiently as possible, in a way that is economically, environmentally and socially sustainable for our region's communities. In particular, Taranaki's residents need to be able to access essential services (have good connectivity), be they within or outside of the region. This is especially relevant in relation to public health services for our communities, with regional health services primarily based at New Plymouth hospital, while more comprehensive specialist services are predominantly outside of the region in Hamilton – meaning inter-regional travel north on SH3 is vital. Centralisation of other social services such as tertiary education similarly requires travelling to New Plymouth or beyond the region's boundaries. Transport is a vital enabler of social interaction, as well as of change, growth and development.</p> <p>Significant numbers of residents are travelling between north and south Taranaki to access employment or education outside of their resident district. This brings related challenges/opportunities for service and infrastructure provision to support these work/live patterns.</p> <p>Demographic aspects of the Taranaki region (including relatively low and dispersed populations) has implications for the provision of cost effective and viable public transport services and increased mobility. Taranaki has higher proportions of elderly and youth than the national average and this is likely to continue. This has a corresponding responsiveness challenge of ensuring that the transport needs of these groups, who are more likely to rely on public transport for access to schools and health services etc., are met now and in the future. Further, a changing demographic profile (a generally ageing population with a growth in urban areas as there is a move in population from rural to urban centres) is driving different transport needs across the region, presenting challenges in planning and funding appropriate transport responses to ensure mobility is maintained. Restricted funding for public transport means other transport solutions will be needed.</p> <p>In transport, as in any network, managing demand can be a cost-effective alternative to increasing capacity. A demand management approach to transport also has the potential to deliver better environmental outcomes, improved public health, stronger</p>	<p>A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.</p> <p>Policies:</p> <ul style="list-style-type: none"> ▪ Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services. ▪ Optimise existing capacity in the transport network through travel demand management measures and improved use of technology. ▪ Ensure a range of travel options are 	<ul style="list-style-type: none"> ▪ Promoting the development of secure, reliable and efficient land transport infrastructure to provide appropriate access to public health services and facilities. ▪ Improving access to public health services and facilities, employment or social services, and therefore social interaction. ▪ Ensuring that opportunities for access to health, education, employment and leisure activities are catered for. ▪ Providing efficient, reliable, cost effective and viable public transport services in the region. ▪ Providing safe walking/cycling infrastructure and services. ▪ Promoting active modes of transport (e.g. walking and cycling) and hence increased opportunities for physical activity and social interaction. ▪ Supporting the Let's Go project aims of enabling, educating and encouraging people to make the shift from cars to walking and cycling. ▪ Recognising the needs of the transport disadvantaged (e.g. those that do not have access to a private motor vehicle). ▪ Encouraging use of alternative transport modes that would enhance public health and safety, and minimising conflicts between traffic types. ▪ Promoting the use of travel demand management tools to make better use of existing transport capacity. ▪ Developing opportunities for greater travel choice in the region and a range of alternatives to the private motor vehicle. ▪ Considering the needs of all users (particularly the elderly, young, or those with impairments) when developing new public transport initiatives, walking and cycling infrastructure and roading infrastructure.

Issues and challenges	Objective and policies	Measures (methods)
<p>communities, and more prosperous and liveable cities. Travel demand management (TDM) is a collection of measures used to make best use of the existing network and reduce the demand for travel, particularly by single occupancy vehicles. TDM measures also seek to modify travel behaviour and mode choice decisions so as to reduce the negative impacts of car use. Measures include road network management tools, land use policies, behaviour change tools, economic pricing measures and new technology. TDM measures can have a wide range of benefits relating to transport efficiency, economic growth, relief of severe traffic congestion, journey time reliability, travel choices, environmental sustainability, public health, improved road safety. TDM can help us to optimise the use of our region's transport network and encourage sustainable transport choices.</p> <p>Different forms of transport can positively impact an individual's overall level of health by providing a convenient way to exercise and making it easier for people to participate in society. New Plymouth's Model Community project, Let's Go, has demonstrated the value of a focused and comprehensive programme of activity enabling, educating and encouraging active transport modes. Government co-funding for the model communities project is potentially time limited and is not guaranteed into the future. An Urban Cycleways Fund was created in August 2014 however which may provide an alternative funding source to support the cycling component of this work (refer to Section 6.1 for more information).</p>	<p>available to the region's residents.</p>	<ul style="list-style-type: none"> ▪ Providing multi-modal travel choices for our communities in a well-integrated manner in order to ensure appropriate access, connectivity and resilience. ▪ Providing for daily commuter movement between north and south Taranaki to access employment or education opportunities, including park-and-ride facilities to support the use of carpools, vanpools and public transport. ▪ Providing the 'Connector' Hawera to New Plymouth regional daily bus service connecting north and south Taranaki.



Issues and challenges	Objective and policies	Measures (methods)
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5. Ensuring network resilience and responsiveness in the context of internal and external pressures

The regional land transport system is vulnerable to global, national, regional and sub-regional pressures, both economic and environmental, which present challenges for providing efficient and resilient networks.

Lifelines are the essential infrastructure and services that support the life of our community - water, wastewater and stormwater, electricity, gas, petroleum, telecommunications, and transportation networks including road, rail, airports and ports. Identifying key regional infrastructure vulnerabilities and interdependencies is a crucial aspect of providing a resilient land transport system. Robust assets or satisfactory alternative service continuity arrangements are key. A *Taranaki Lifelines Vulnerabilities Study* is underway in 2018 through the Civil Defence Emergency Management (CDEM) Group. This will provide much needed guidance on resilience issues related to transport infrastructure, including around the threat of volcanic activity from Mt Taranaki, flooding and earthquakes.

Global climate change is expected to result in more severe weather events that could have significant impacts on transport networks and infrastructure. Resilience is already an issue on SH3 north, but the ability to protect routes such as SH3 north which provide key lifeline functions will become both more challenging and more essential over time. Planning is needed now in respect of climate change effects to ensure resilient infrastructure.

The ability to respond to growth changes is far slower than the growth and resulting issues created. Flexibility is needed (lead versus lag infrastructure) to respond more quickly and to predict issues – yet funding is difficult to access until problems are already evident.

A land transport system that is robust, responsive to changing needs and resilient to external influences.

Policies:

- Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change.
- Protect routes with lifeline functions.

- Identifying potential network resilience issues and taking steps to remedy these.
- Ensuring that roading structures carrying key lifeline utilities are reliable, particularly bridges.
- Ensuring appropriate transport incident management processes are in place.
- Supporting the Taranaki Lifelines Advisory Group in identifying key regional infrastructure vulnerabilities and preparing for any infrastructure outage incidents.
- Reduce infrastructure outage risks and minimise restoration time when outages occur.
- Promoting the retention and maintenance of the SOL railway line to enable future opportunities to be realised.
- Supporting initiatives that provide greater flexibility to address emerging issues in a proactive way.



Issues and challenges	Objective and policies	Measures (methods)
<h2>6. Reducing negative environmental and community impacts arising from transport</h2>		
<p>Transport is currently responsible for about one-fifth of New Zealand's climate changing greenhouse gas emissions and these are anticipated to increase over time. An increased use of alternative and energy efficient transport modes is needed to combat transport emissions.</p> <p>It is anticipated that oil prices will rise over the next 30 years with access to cheap oil supplies diminishing. The resulting fuel price fluctuations could result in significant social and economic impacts. Communities that have a well-integrated range of transport options available will be more resilient to external influences such as fuel price changes.</p> <p>The construction, maintenance and operation of the land transport system can have significant adverse impacts on the surrounding environment. The transport system also uses increasing volumes of non-renewable resources such as land, aggregates and fuel, which means (if not managed appropriately), it will become increasingly unsustainable.</p> <p>Technology advances, from more energy efficient modes of transport through to digital technologies which provide improved real time information on travel options for individuals, mean that transport is in a revolutionary phase.</p> <p>In 2016 New Zealand ratified a new international climate change agreement under the United Nations Framework Convention on Climate Change. Known as the Paris Agreement, New Zealand's current stated target under the agreement is to reduce greenhouse gas emissions by 30 percent below 2005 levels by 2030.</p>	<p>An energy efficient and environmentally sustainable land transport system.</p> <p>Policies:</p> <ul style="list-style-type: none"> ▪ Ensure transport efficiencies, promote alternative modes and manage transport demand. ▪ Encourage development of infrastructure and technology that promotes the use of alternative vehicle types (e.g. electric vehicles). 	<ul style="list-style-type: none"> ▪ Promoting energy efficiency, particularly via the promotion of alternative modes of transport, and alternative fuels. ▪ Supporting land transport initiatives, projects or activities that reduce greenhouse gas emissions arising from the land transport network, such as through walking, cycling and public transport or enhanced network efficiency. ▪ Encouraging and supporting more energy efficient transport modes such as walking, cycling, public transport services and increased vehicle occupancy. ▪ Promoting land use and transport planning initiatives that reduce the need to travel. ▪ Addressing adverse environmental effects associated with transport, including emissions to air, noise and vibrations and the discharge of water pollutants from road runoff. ▪ Ongoing consideration of possible heavy vehicle bypass routes of residential/commercial areas where appropriate.



Issues and challenges	Objective and policies	Measures (methods)
<h2>7. Addressing these issues in an environment of constrained funding and affordability yet rising costs</h2>		
<p>The Taranaki region has large roading networks (7% of New Zealand’s rural sealed local roads, 5% of the country’s total (sealed and unsealed) local roading network and 4% of all state highways) relative to the size of its population and land area (at about 3%). The reason for this is primarily because Taranaki has intensive agricultural land use patterns with a consequent need to provide efficient local and state highway roading networks to service the region’s widely dispersed rural communities and connect population centres, processing and manufacturing sites, export outlets and markets.</p> <p>Rising costs coupled with declining national revenue and constrained funding at both national and local levels is impacting the ability to manage and develop our land transport system. Councils’ challenge in funding the local share of transport costs (particularly with decreases in Funding Assistance Rate provision from Government) prevents many transport initiatives from being progressed. Furthermore, reductions in real terms of maintenance and operational budgets despite natural cost escalations mean that existing levels of service (LOS) must be reduced in some areas. There is therefore an even greater than usual need to drive efficiencies through a range of transport measures in order to get the most out of existing networks. Ensuring value for money and optimising existing transport networks for the best outcomes is fundamental.</p> <p>An important aspect of maintaining and improving network efficiency relies on recognition of a hierarchy or classification of roads and infrastructure based on the function they perform, and subsequently by maintaining levels of services that are appropriate and fit-for-purpose to that hierarchy or classification. Implementing fit-for-purpose customer LOS throughout the region as per the One Network Roding Classification (ONRC) should assist Approved Organisations to maximise the value of their existing investments. It must be recognised however, that this implementation may well result in a reduction in existing LOS for some parts of the network – with corresponding challenges for those negatively impacted on by these investment decisions.</p> <p>Regional (R) Funds, which allocated a specific portion of transport revenue to each region on a population basis, proved to be a vital funding source for regions such as Taranaki whose transport improvement projects are generally not considered to be of sufficient national priority to compete against the metros for National (N) Funds. With R Funds ending in March 2015, there is a need to strongly compete for alternative funding opportunities – such as the new Regional Improvements activity class included in GPS2015, the Accelerated Regional Roding Package announced by the National Party in June 2015, and Royalties for Regions (ensuring that a portion of the public takings from the oil and gas industry remains in the region).</p>	<p>An adaptable and flexible approach to managing and developing the land transport system that optimises funding options to best meet the needs of the region in an affordable way.</p> <p>Policies:</p> <ul style="list-style-type: none"> ▪ Maximise efficiency and optimisation of existing capacity across the transport system. ▪ Ensure road standards are developed to meet ONRC requirements and support land use change. 	<ul style="list-style-type: none"> ▪ Recognising a hierarchy or classification of roads and infrastructure based on the function they perform, and subsequently adopting and maintaining levels of services appropriate and fit-for-purpose to the role or function of the roading infrastructure in the transport network. ▪ Ensuring sufficient funding of strategic transport infrastructure so as not to hinder future economic growth and development ▪ Maximizing network efficiency on the roading network, including through the travel demand management practices. ▪ Promoting and supporting land use and transport planning initiatives that reduce the need to travel or which enhance network efficiency. ▪ Optimising existing infrastructure through proven asset management practice. ▪ Advocating for appropriate funding for Taranaki’s land transport infrastructure and related activities. ▪ Advocating for a portion of levies from petroleum exploration to come back to the region.

4.5 Statement of regional transport priorities

The Committee has identified key transport priorities for the region over the next 10 years as required under section 16(2)(a) of the LTMA. These priorities help to provide further definition to the objective statements.

The region's priorities for the funding of transport activities over the next ten years are:

- Maximising efficiency and optimisation of existing capacity across the region's transport system, including through travel demand management measures.
- Infrastructure improvements on state highways and other strategic corridors that improve safety, security and/or reliability, thereby removing constraints to growth in freight, tourism and people movement.
- Providing a safe transport system increasingly free of death and serious injury.
- Maintaining appropriate levels of service on the network to ensure each component is fit for purpose.
- Ensuring the network is increasingly resilient to natural events, unplanned closures and changes in demand through incremental improvements and increased one network thinking.
- Integrating land use planning and transport planning more closely to provide generations to come with optimised transport links.
- Promoting and supporting alternative modes to the private motor vehicle (such as public transport, walking and cycling).



Table 2 – Taranaki RLTP policy framework summary (as amended through ILM process as part of mid-term review)

#	Issues	Objectives	Ref	Policies
1	Ensuring a regionally and nationally integrated transport network	An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness.	I1	<ul style="list-style-type: none"> Take a one network approach to managing the transport system.
			I2	<ul style="list-style-type: none"> Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner.
2	Facilitating growth and economic development	An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.	G1	<ul style="list-style-type: none"> Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.
			G2	<ul style="list-style-type: none"> Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.
			G3	<ul style="list-style-type: none"> Ensure those roads in the region serving tourism and the productive sector are fit for purpose.
			G4	<ul style="list-style-type: none"> Protect and promote the existing rail corridors.
3	Reducing the safety risk on Taranaki’s transport network	A safe transport network increasingly free of death and serious injury.	S1	<ul style="list-style-type: none"> Promote infrastructure improvements on strategic corridors.
			S2	<ul style="list-style-type: none"> Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users.
			S3	<ul style="list-style-type: none"> Support the aims of <i>Safer Journeys</i> and Roadsafe Taranaki.
4	Maintaining and improving accessibility and travel options throughout the region	A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.	A1	<ul style="list-style-type: none"> Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services.
			A2	<ul style="list-style-type: none"> Optimise existing capacity in the transport network through travel demand management measures and improved use of technology.
			A3	<ul style="list-style-type: none"> Ensure a range of travel options are available to the region’s residents.
5	Ensuring network resilience and responsiveness in the context of internal and external pressures	A land transport system that is robust, responsive to changing needs and resilient to external influences.	R1	<ul style="list-style-type: none"> Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change.
			R2	<ul style="list-style-type: none"> Protect routes with lifeline functions.
6	Reducing negative environmental and community impacts arising from transport	An energy efficient and environmentally sustainable land transport system.	E1	<ul style="list-style-type: none"> Ensure transport efficiencies, promote alternative modes and manage transport demand.
			E2	<ul style="list-style-type: none"> Encourage development of infrastructure and technology that promotes the use of alternative vehicle types (e.g. electric vehicles).
7	Addressing these issues in an environment of constrained funding and affordability yet rising costs.	An adaptable and flexible approach to managing and developing the land transport system that optimises funding options to best meet the needs of the region in an affordable way.	F1	<ul style="list-style-type: none"> Maximise efficiency and optimisation of existing capacity across the transport system.
			F2	<ul style="list-style-type: none"> Ensure road standards are developed to meet ONRC requirements and support land use change

5. REGIONAL 'PROGRAMME' OF ACTIVITIES

This section outlines the land transport activities being proposed for funding during the six years of the Plan – the regional 'programme' of activities.

These proposed activities are divided into two categories in accordance with the policy that the Committee adopted for this purpose (refer to the right):

Proposed 'business as usual' activities

These activities were included automatically in the Plan without being prioritised by the Committee. These activities are considered a continuation of the yearly programme of work and therefore more *status quo* in nature. They would default to the highest possible priority as they endeavour to maintain the region's base land transport assets and services. These activities are outlined in Table 3, Section 5.1.

Proposed 'regionally significant' activities

These activities were determined by the Committee to be of regional significance and therefore requiring to be prioritised (ranked) for funding. This ranking is used to influence what activities should be implemented with the funding available and when they are to be implemented. These activities are outlined in Table 5, and the process followed is outlined in Section 5.2.

The tables of activities within this section have been fully revised as part of the mid-term review. Figures for the first two years of the Plan, 2015/16 and 2016/17, now reflect actual expenditure; with the remaining years of the Plan showing updated forecasts.

Policy for determination of 'significant activities' within the Plan requiring prioritisation

For the purpose of Section 16(3)(d) of the Act, a **significant activity** is any of the following activities put forward by an approved organisation:

- Roading improvement projects on state highway and/or local road networks that have significant network, economic, safety and/or land use implications.
- Significant improvement activities to services, infrastructure and/or administration of public transport.
- Significant improvement activities that would encourage or facilitate the use of alternative land transport modes such as walking or cycling.
- Significant activities, including studies, which relate to inter-regional connections and/or require cooperation with other regions.
- Significant activities relating to road safety.
- Activities which make a significant contribution to the objectives of the Plan.
- Any other activity that the Regional Transport Committee considers to be significant.

The following activities are **not considered significant** (excluded) for the purpose of section 16(3)(d) of the Act:

- Committed activities
- 'Business as usual' activities including:
 - State highway maintenance, operations and renewals
 - Local road maintenance, operations and renewals
 - Local road or state highway minor improvements
 - Existing public transport services

Tables 3, 4 and 5 provide a summarised list of the activities. If greater detail on a specific activity is required, it can be sought from the organisation responsible for the project either directly or through their Long-Term Plan (LTP) or the NZ Transport Agency's equivalent, the State Highway Investment Proposal (SHIP). All details are subject to change following LTP and SHIP processes.

5.1 Proposed 'business as usual' activities

Table 3 outlines the activities proposed for inclusion in the Plan that are classed as 'business as usual' activities – as per the Plan's Significance Policy.

These activities are considered a continuation of the yearly programme of work and therefore more *status quo* in nature. As such they are

automatically included in the Plan and not subject to regional prioritisation – they would default to the highest possible priority as they endeavour to maintain the region's base land transport assets and services.

These activities generally run for the full six year duration of the Plan, with the exception of some of the Transport Planning work which is project specific.

Table 3: Proposed 'business as usual' activities in the Taranaki region

Activity class	Activity name	Phase type	Total cost estimate (\$)							Expected funding source ⁹	Requested NLTFund share (\$)	Contribution to regional policies ¹⁰
			NLTP 2015-18			NLTP 2018-21			6 year RLTP			
			2015/16 (Actual)	2016/17 (Actual)	2017/18 (Forecast)	2018/19 (Forecast)	2019/20 (Forecast)	2020/21 (Forecast)				
Department of Conservation (Taranaki)												
Local road maintenance	Maintenance, Operations & Renewals Programme 2018-21	SPR	-	-	-	11,556	11,556	11,556	34,668	N (51%) & C	17,681	G1, G3, S3, A1, F2
Local road improvements	Low cost / low risk improvements 2018-21	SPR	-	-	-	-	-	100,000	100,000	N (51%) & C	51,000	S1, S2, S3, G3

⁹ Refer to Section 6 for an explanation of the different funding sources – Local (L) Funds, National (N) Funds, Crown (C) Funds

¹⁰ Refer to Table 2 for an explanation of the abbreviations used in this column for regional policies

Activity class	Activity name	Phase type	Total cost estimate (\$)							Expected funding source ⁹	Requested NLTFund share (\$)	Contribution to regional policies ¹⁰
			NLTP 2015-18			NLTP 2018-21			6 year RLTP			
			2015/16 (Actual)	2016/17 (Actual)	2017/18 (Forecast)	2018/19 (Forecast)	2019/20 (Forecast)	2020/21 (Forecast)				
NZ Transport Agency (Highways component)												
State highway maintenance	Maintenance, Operations & Renewals Programme 2018-21	State Highways	11,145,988	14,039,951	15,977,492	19,274,020	19,135,270	17,479,418	97,052,139	N (100%)	97,052,139	I1, I2, G2, G3, S1-S3, A1, A2, R2, F1, F2
State highway improvements	Low cost / low risk improvements 2018-21	State Highways	584,251	1,227,250	3,702,771	950,000	950,000	950,000	8,364,272	N (100%)	8,364,272	I1, I2, G2, G3, S1-S3, A1, A2, R2, F1, F2
New Plymouth District Council												
Local road maintenance	Maintenance, Operations & Renewals Programme 2018-21	Local roads	10,721,583	11,086,461	12,507,820	12,398,000	12,518,000	12,598,000	71,829,864	N (51%) & L	36,740,446	I1, I2, G2, G3, S1-S3, A1-A3, R1, R2, F1, F2
		SPR	25,608	11,005	101,387	35,000	35,000	35,000	243,000	N (100%)	243,000	I1, G1, G3, S1-S3, A1, R1, R2, F2
Local road improvements	Low cost / low risk improvements 2018-21	Local roads	988,873	1,092,026	1,177,101	1,836,000	1,836,000	1,836,000	8,766,000	N (51%) & L	4,480,549	S1-S3, G3, A3, I2
		SPR	-	-	-	30,000	30,000	30,000	90,000	N (100%)	90,000	S1, G3, R1
Investment management	Development of AMP and associated studies	Programme BC	-	-	-	100,000	100,000	100,000	300,000	N (51%) & L	153,000	All
Stratford District Council												
Local road maintenance	Maintenance, Operations & Renewals Programme 2018-21	Local roads	3,864,963	4,332,756	5,856,630	5,227,735	5,227,735	5,227,735	29,737,554	N (57%) & L	18,312,393	I1, I2, G1, G3, A1, R1, R2, F1
		SPR	130,793	94,547	247,095	181,216	181,216	181,216	1,016,083	N (100%)	1,016,083	I1, I2, G1, G3, A1, R1, R2, F1
Local road improvements	Low cost / low risk improvements 2018-21	Local roads	310,182	405,159	482,581	777,241	713,941	806,741	3,495,845	N (57%) & L	1,992,632	S1, S2, S3, G3
		SPR	-	-	18,593	409,601	9,061	9,061	445,776	N (100%)	445,776	S2, S3, G3

Activity class	Activity name	Phase type	Total cost estimate (\$)							Expected funding source ⁹	Requested NLT Fund share (\$)	Contribution to regional policies ¹⁰
			NLTP 2015-18			NLTP 2018-21			6 year RLTP			
			2015/16 (Actual)	2016/17 (Actual)	2017/18 (Forecast)	2018/19 (Forecast)	2019/20 (Forecast)	2020/21 (Forecast)				
South Taranaki District Council												
Local road maintenance	Maintenance, Operations & Renewals Programme 2018-21	Local roads	18,972,486	12,710,818	12,321,981	13,420,700	13,420,700	13,420,700	84,267,385	N (57-8%) & L	46,022,850	I1, I2, G1-G4, S1, A1, A2, R1, R2, F1, F2
Local road improvements	Low cost / low risk improvements 2018-21	Local roads	1,140,230	1,108,026	976,802	1,100,000	1,100,000	1,100,000	6,525,058	N (57-8%) & L	4,020,000	S1-S3, A1, R1, R2
Road safety promotion	Road Safety Promotion 2018-21 (Community Road Safety)	Implement.	205,243	207,747	254,500	250,000	250,000	250,000	1,417,490	N (62%) & L	878,844	S1, S2, S3, I1, I2
Road safety promotion	Road Safety Promotion 2018-21 (Cycling Education – Let's Go)	Implement.	-	-	-	400,000	400,000	400,000	1,200,000	N (62%) & L	744,000	S1-S3, I1, I2, A3, E1
Taranaki Regional Council												
Public transport	Public Transport Programme 2018-21 (includes infrastructure)	Operations	2,381,894	2,533,542	3,332,458	3,227,900	3,301,700	3,394,200	18,171,694	N (51%) & L	9,267,564	A1, A2, A3, E1
Public transport	Low cost / low risk improvements 2018-21	Public transport	234,006	225,659	305,000	331,000	290,000	290,000	1,675,665	N (51%) & L	854,589	A1, E1
Investment management	Regional Land Transport Planning Mgmt 2018-21 (WC1)	Programme BC	101,242	129,643	70,646	134,881	137,578	140,330	714,320	N (51%) & L	364,303	I2, A1, E1
Investment management	Transport Planning (WC3)	Programme BC	2,000	41,810	83,246	40,000	35,110	35,222	237,388	N (51%) & L	121,068	I2, A1, E1
Investment management	Transport Planning (WC4)	Programme BC	-	-	-	-	15,000	15,000	30,000	N (51%) & L	15,300	I2, A1, E1
Investment management	Taranaki PT Network Review	Programme BC	-	-	-	-	-	50,000	50,000	N (51%) & L	25,500	I1, A3

5.2 Prioritisation process

As required by the *LTMA 2003*, the Committee has prioritised certain activities submitted to the Plan. The purpose being to assist the allocation of national funding to the highest priority projects when funding is limited.

The Committee adopted the following process for this:

1. Significant activities to be prioritised

Each proposed activity was assessed against the Committee's policy guiding which activities are sufficiently regionally significant to require prioritisation.

2. Assessment against the Transport Agency's national criteria

Every activity determined as being regionally significant was assessed according to the Transport Agency's Aug2017 *Draft Investment Assessment Framework 2018* (IAF). Assessment using the IAF involves rating programmes, projects or other activities across two factors, being:

- **results alignment** – which assesses how closely a proposal aligns with government strategies, most specifically the GPS, and gives a rating of Very High (V), High (H), Medium (M) or Low (L); and
- **cost-benefit appraisal** – which assesses the whole of life benefits and costs of the proposed solution and gives either a numeric ratio for Improvements or a comparative benchmarking rating for Continuous Programmes of Very High (V), High (H), Medium (M) or Low (L).

The results lead to an investment profile, which is a summary view of the funding application that is used to determine the overall value and ranking of a proposal nationally.

The draft IAF 2018 will be revised to give effect to the revised draft GPS 2018 when it is available – predicted as late April 2018. The prioritisation process followed and outcomes may need to be amended as a result.

3. Assessment against regional objectives and priorities

Each activity was then assessed as High (H), Medium (M), or Low (L) against the regional objectives and priorities outlined in Section 4 of this Plan.

The following two key questions guided this assessment of 'regional fit':

- How does this activity fit with achieving the regional objectives?
- How does this activity fit with the statement of regional priorities?

4. Order of priority of significant activities

A regional priority ranking was then assigned based on consideration of this third assessment criterion used alongside the three national assessment criteria.

The resulting order of priority of the significant activities proposed in this Plan is given in Table 4.

It must be noted that irrespective of the region's identification of **its** priorities for funding, the prioritised programme of activities for Taranaki will ultimately be determined by the Transport Agency following a national moderation process. Refer to Section 6.4 for more information

5.3 Proposed 'regionally significant' activities

Table 4 below outlines the activities proposed for inclusion in the revised Plan that have been classed as 'regionally significant'.

These are listed in the order of priority assigned by the Committee.

Table 4: Regionally significant activities proposed for funding from the National Land Transport Fund in the 2018-2021 period

Project	Org. Activity Class ¹¹	Phase ¹²	Expected start & duration (months)	Total cost estimate (\$)				Further expenditure forecasts (\$) outside of 6-year RLTP period							Expected funding sources (& FAR)	National profile	Link to policies ¹³	Regional fit	Regional priority
				NLTP 2018-21			Total for 6 year RLTP	NLTP 2021-24			NLTP 2024-27								
				2018/19	2019/20	2019/21		2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28					
Waitara to Bell Block Route Improvements: SH3/3A to Waitara Investigate and implement the preferred safety improvements as identified in the PBC for this section of SH3.	NZTA	20 Pre-implmntn	Jul2018 (12)	205,200	-	-	205,200	-	-	-	-	-	-	-	N (100%)	H 1-2.9	S1-S3 A1-A3	H	1
		20 Implemntn	Jul2023 (30)	-	-	-	-	-	4,340,500	4,213,904	14,348	-	-	-	N (100%)				
Waitara to Bell Block Route Improvements: Bell Block to SH3/3A Investigate and implement the preferred safety improvements as identified in the PBC for this section of SH3.	NZTA	20 Pre-implmntn	Jul2023 (12)	-	-	-	-	-	-	469,243	-	-	-	-	N (100%)	H 1-2.9	S1-S3 A1-A3	H	1
		20 Implemntn	Jul2024 (30)	-	-	-	-	-	-	-	2,398,427	6,126,343	12,933	-	N (100%)				
Airport Drive Improvements Realign Airport Drive and establish a new improved intersection with SH3. Thereby addressing a significant safety issue, unlocking residential growth opportunities in a high growth district and providing a better connection to the airport for tourism and economic growth.	NPDC	1 Programme BC	Jul2018 (12)	100,000	100,000	-	200,000	-	-	-	-	-	-	-	N (51%) & L	VH 1*	G1-G3 S1-S3 R2	H	1
		20 Construction	Jul2023 (30)	-	-	-	-	3,000,000	-	-	-	-	-	-	N (51%) & L				

¹¹ Refer to Table 7 for the name of the Activity Class that relates to each code

¹² Throughout this table 'BC' denotes Business Case – refer to Section 3.5 for further information.

¹³ Refer to Table 2 for an explanation of the abbreviations used in this column for regional policies

Project	Org.	Activity Class	Phase	Expected start & duration (months)	Total cost estimate (\$)				Further expenditure forecasts (\$) outside of 6-year RLTP period							Expected funding sources (& FAR)	National profile	Link to policies	Regional fit	Regional priority	
					NLTP 2018-21			Total for 6 year RLTP	NLTP 2021-24			NLTP 2024-27									
					2018/19	2019/20	2019/21		2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28						
SH3/3A Hawera to New Plymouth Corridor Improvements This corridor was identified as priority for investment and identified as a priority corridor for the Safe Roads team.	NZTA	13	Pre-implmntn	Jul2018 (6)	137,669	-	-	137,669	-	-	-	-	-	-	-	N (100%)	H 1*	S1-S3 A1-A3	H	2	
		13	Implemntn	Jan2019 (18)	153,900	205,200	-	359,100	-	-	-	-	-	-	-	-					N (100%)
		13	Property	Jul2019 (12)	-	513,000	-	513,000	-	-	-	-	-	-	-	-					N (100%)
Keeping New Plymouth Moving and Growing Further exploring identified problems, including modelling NP's transportation network to understand the issues faced today and those that will be exacerbated with growth.	NPDC	1	Programme BC	Jul2018 (12)	400,000	-	-	400,000	-	-	-	-	-	-	-	N (51%) & L	H -	I1-I2 S1-S2 A1-A3 R1-R2 F1-F2			
To set out national, regional and metropolitan considerations affecting the operation of SHs and their interaction with adjacent local roads and land uses in NP, particularly access around the port. A suite of optimisation activities to be driven by a Network Operating Plan in partnership with the local authority.	NZTA	1	Programme BC	Jul2018 (12)	153,900	-	-	153,900	-	-	-	-	-	-	-	N (100%)	M -	G1-G3 A1-A3 E1-E2	M	3	
		13	Detailed BC	Jul2024 (12)	-	-	-	-	-	-	179,511	-	-	-	-	N (100%)					
		13	Pre-implmntn	Jul2025 (12)	-	-	-	-	-	-	-	367,547	-	-	-	N (100%)					
		13	Implemntn	Jul2026 (24)	-	-	-	-	-	-	-	-	375,739	8,292,692	-	N (100%)					
LED Streetlight Conversion To convert the existing SOX/SON streetlight stock to LED streetlights, thereby reducing maintenance and renewal costs, including power charges.	NPDC	12	Construction	Jul2018 (24)	1,000,000	1,000,000	-	2,000,000	-	-	-	-	-	-	-	N (51%) & L	H 5+	E1 S3 A1	M	4	

5.4 Activities already programmed for future iterations of the Plan

Table 5 below outlines activities put forward as part of the 10-year draft State Highway Investment Proposal (SHIP), but which are not currently programmed to commence in the period of the Plan, which ends in June 2021. [A revised draft SHIP is expected in late April 2018 so this table is likely to change at that time.](#)

Table 5: Regionally significant activities proposed for funding from the National Land Transport Fund outside of the 2018-2021 period

Activity name	Org.	Activity Class	Phase	Expected start & duration (months)	Further expenditure forecasts (\$)						Expected funding sources (& FAR)	National profile	Contribution to regional policies	
					NLTP 2021-24			NLTP 2024-27						
					2021/22	2022/23	2023/24	2024/25	2025/26	2026/27				2027/28
SH3/45 improved tourist facilities Potential REDS activity to facilitate regional tourism around the coast, and Mt Taranaki. Improved tourist facilities e.g. stopping facilities, signage and marking, view points, visitor centres / information management, variable messaging signs.	NZTA	13	Detailed BC	Jul2023 (12)	-	-	117,311	-	-	-	-	N (100%)	M 1-2.9	G1-G3 A1-A3
		13	Pre-implemtn	Jul2024 (12)	-	-	-	120,365	-	-	-	N (100%)	M 1-2.9	
		13	Implementation	Jul2025 (36)	-	-	-	-	318,554	1,250,369	1,276,713	N (100%)	M 1-2.9	
SH43 Sealing Improvements Sealing improvements along SH43, including sealing the 12km unsealed section through the Tangarakau Gorge. Significant stakeholder support for sealing improvements to cater for improved tourism and regional connectivity (as an alternate route to SH3 north).	NZTA	13	Construction	Jul2023 (54)	-	-	175,966	180,548	5,506,945	5,635,274	4,551	N (100%)	M 1-2.9	I1, G1-G3, S1-S3, A1-A3, R1, R2
SH43 Stratford to Taumarunui Safety Improvements Identified as part of the National Safety Gap Analysis. Safety Maintenance improvements which may include: seal widening, some barrier at high risk locations, enhanced delineation.	NZTA	13	Detailed BC	Jul2024 (12)	-	-	-	119,392	-	-	-	N (100%)	H 1-2.9	S1-S3
		13	Pre-implemtn	Jul2025 (12)	-	-	-	-	318,046	-	-	N (100%)	H 1-2.9	
		13	Property	Jul2026 (24)	-	-	-	-	-	2,495,063	8,097	N (100%)	H 1-2.9	
SH3 Hawera to Whanganui Safety Improvements Identified as part of the National Safety Gap Analysis. Works to resolve gap between the current and required safety level of service on all, or parts of, this corridor.	NZTA	13	Pre-implemtn	Jul2026 (12)	-	-	-	-	-	248,432	-	N (100%)	M 1-2.9	S1-S3
		13	Implementation	Jul2026 (12)	-	-	-	-	-	-	892,721	N (100%)	M 1-2.9	

5.5 Activities included for future consideration

The Committee wishes to stress that the activities proposed for funding in this Plan in Tables 3 to 5 are far from the complete picture of works required in Taranaki.

A range of other worthwhile potential projects have been identified by the

Council on behalf of the community (not necessarily by the relevant Road Controlling Authority), below in Table 6 for future consideration.

These should be considered for funding, particularly under the Regional Improvements Activity Class in future - refer Section 5.7.

Table 6: Activities for future consideration

Projects	Org.	Notes	Regional policy contribution
Increased accessibility for all Egmont National Park entrances	Various (MWFT ¹⁴)	Upgrading the road links and related infrastructure (such as parking) into the Egmont National Park is essential to support growing tourist numbers. There are several local roads in Taranaki linking the SH network to Egmont National Park. Of these roads, 21km within the borders of the National Park are classified as 'Special Purpose Roads (SPR)', but the roads leading to the National Park are not. These are critical roads for tourism, and will become more so given the increased emphasis on the Taranaki Crossing. The Crossing involves four different road ends – Egmont Road, Mangorei Road, Carrington Road and Surrey Hill Road. There are also key connections from Manaia and Pembroke Road. Refer to the Maps of Key Regional Routes in Appendix VIII.	Supporting growth (tourism focus) G1, G3, S1,
Safer Speeds programme implementation	Various	National development of a Safer Speeds Programme by MoT/NZTA during 2016/17 has seen the creation of new guides and tools to assist RCAs with reviewing/setting speed limits on their roads. Collaborative work will be required throughout the region around speed management principles, engagement and implementation.	Safer & better integrated I1, I2, G3, S1, S2, S3
SH43 improvements	NZTA (MWFT)	Upgrade SH43 through seal completion (12kms remain unsealed), additional maintenance, crash reduction measures, and reclassification to a Primary Collector road. This is a potentially increasingly important inter-regional tourism route which in its current condition is impeding not facilitating growth. It also has a high personal risk rating (KiwiRAP 2012). A 2017 report backed the need for improvements (www.trc.govt.nz/new-report-backs-sh43-improvements/). A Joint Statement by six local councils most affected by SH43 is provided in Appendix VII.	Supporting growth (tourism focus) G1, G3, S1, S2, S3, R1, R2, F2
SH3 Coronation Ave / Cumberland St intersection	NZTA	The intersection is under pressure and needs monitoring, with a view to future improvements. This should be considered as part of the SH3/3A New Plymouth to Hawera project.	Supporting growth G1, S2, E1
Port Taranaki improvements	Various (MWFT)	Improvements to safety and freight route efficiency, for ease of access to Port Taranaki through Moturoa. SH44 Breakwater/South intersection improvements. Revisit the Blue Water Highway project (Port Taranaki to Nelson) noting its potential as an alternative national route in light of the apparent resilience issues arising from recent earthquakes, along with improvements underway on SH3 north, may add to the case for a refresh of this business case. Blue Water Highway extension of Port Taranaki.	Safer & better integrated Improving resiliency I2, G1, G2, G3, G4, S1, S2, R1, R2

¹⁴ MWFT refers to 'Tapuae Roa: Make Way for Taranaki' regional economic development project – which notes these projects within its draft Action Plan

Projects	Org.	Notes	Regional policy contribution
Electric vehicle infrastructure	Various	Regional expansion of electric vehicle public charging stations to support more electric vehicles entering the region.	Improving liveability I2, A2, A3, R1, E1, E2
SH3 North corridor improvements – from Waitara through to Hamilton	NZTA (MWFT)	While substantial improvements works are already underway through the SH3 Awakino Gorge to Mt Messenger Programme (as seen within programme tables), there is room for further improvement, particularly on the rest of the route – from Waitara to Mt Messenger, then Awakino Gorge to Hamilton. General improvements (including curve easing, pavement widening and constraint removal) to achieve levels of service appropriate to the ONRC, along with provision of additional passing opportunities. Curve alignments through the Awakino Gorge area, including Bexley Curve, remain a priority despite being in the Waikato.	Supporting growth Improving resiliency I2, G1, G2, G3, G4, S1, S2, R1, R2
Long-term retention of rail line between Hawera and NP	KiwiRail (MWFT)	Advocacy role for the RTC and its member organisations to improve the usage and therefore viability of the section of the MNPL rail corridor from Whareroa through to Port Taranaki.	Future-proofing I2, G2, G4, F1
SH3 Hawera to Whanganui	NZTA (MWFT)	Addressing of safety and reliability/resilience issues on this important freight/lifeline route. Addressing the out of context / constraining and/or resilience issues with the following bridges in particular: Tangahoe River Bridge, Mokoia Overbridge, Manawapou Bridge, Patea River Bridge, Whenuakura Bridge, Waitotara Bridge, Okehu Bridge, Kai Iwi Stream Bridge.	Improving resiliency G1, G2, S1, R1, R2, F2
SH3A improvements	NZTA	General improvements (including curve easing, pavement widening and constraint removal) to achieve levels of service appropriate to the ONRC. 2Star KiwiRAP sections to be lifted to 3Star. Provision of passing opportunities.	Supporting growth G1, G3, S1, R1
SH45 improvements	NZTA	Need to improve infrastructure and safety on SH45 Surf Highway, lifting 2Star KiwiRAP sections to 3Star, and supporting increasing tourism. The Stony River Bridge, Kaupokonui Bridge and Kapuni Bridge are particularly constraining, with an additional 13 other bridges identified below.	Supporting growth G1, G3, S1, R1
Widening/replacement/realignment of all constraining bridges on state highways	NZTA	In particular, the following bridges are specifically identified: On SH3 between Hawera to Whanganui (8 constraining bridges) — Tangahoe River Bridge, Mokoia Overbridge, Manawapou Bridge, Patea River Bridge, Whenuakura Bridge, Waitotara Bridge, Okehu Bridge, Kai Iwi Stream Bridge. On SH3 between New Plymouth to Midhirst (4 constraining bridges) — Burgess Park Hill Bridge, Mangaoraka Bridge, Waitepuke Bridge, Waipuku-Iti Bridge. On SH3 between Midhirst to Stratford (4 constraining bridges) — Kahouri Bridge, Piakau South Bridge, Midhirst Overbridge, Manganui Bridge. On SH45 between New Plymouth to Hawera (16 constraining bridges) —	Safer & better integrated Improving resiliency G1, G3, S1, R1, R2, F2

Projects	Org.	Notes	Regional policy contribution
		Kaupokonui Bridge, Kapuni Bridge ('Crash Corner Manaia'), Oeo Bridge, Stoney River Bridge, Ouri Bridge, Punehu Bridge, Mangahune Bridge, Heimama Bridge, Oaoiti Bridge, Okahu Bridge, Pungarere Bridge, Rautini Bridge, Waitaha Bridge, Otahi-iti Bridge, Kaihihi Bridge, Katikara Bridge.	
Vulnerabilities on lifeline routes	Various	The Taranaki Civil Defence Emergency Management (CDEM) Group has received funding from Government to undertake a <i>Taranaki Lifelines Vulnerability Study</i> . The Study is expected to commence in 2017/18 and will include mapping through GIS of vulnerabilities on lifeline routes. The outcomes of the Study are expected to assist RCAs with their planning to protect routes with lifeline functions.	Improving resiliency G3, S1, A1, R1, R2
NP Public Transport Hub	NPDC	For consideration within NPDC's district planning processes, combining facilities for public and commercial bus services, cycle storage facilities and related services for better integrating alternative transport modes.	Improving liveability I2, A1, A2, A3, E1, F1
Regional cycleway network	Various	Creation of a cycleway network, including alongside SH3 from Hawera to New Plymouth, and an around the mountain route, preferably off-road where possible.	Supporting growth G1, G3, A1, E1, E2
Taranaki Crossing 'Mounga to Surf'	Various (MWFT)	The Taranaki Crossing 'Mounga to Surf' project, including a track from North Egmont to Pukeiti, and from Pukeiti to Oakura walkway/cycleway.	Supporting growth G1, G3, A1, E1, E2
Junction Road sealing	SDC / NPDC	This strategic local road crosses from SDC to NPDC and forms part of the on-road Forgotten World Highway cycle touring route (one of the NZ Cycle Trails 'Heartland Rides') from Taumararua to New Plymouth. A significant proportion of the road remains unsealed (16kms SDC, xxkms NPDC). Both districts would like to seal this in future, though seal extension budgets are currently prohibitive.	Supporting growth I2, G1, G3, S2, A1, E1, E2
Emerging tourism routes	SDC	Emerging tourism routes (self-drive and on-road cycling) for further assessment / investment – Whitianga Rd loop roads, Mangaehu Rd loop roads, Makuri Rd loop roads. Improvements to Whangamomona Rd. Walking/cycling trail to the Mountain House. Stratford heritage trail.	Supporting growth G1, G3, A1, E1, E2
Emerging tourism routes	STDC	Emerging tourism routes (self-drive and on-road cycling) for further assessment / investment – Rawhitiroa Rd (to Lake Rotokare and Lake Rotorangi through Eltham), Tangahoe Valley Rd / Pukekino Rd (to Lake Rotorangi through Ararata), Maben Rd (to Lake Rotorangi through Hurleyville), Waitotara Valley Rd. Off Surf Highway SH45: Paora Rd, Bayly Rd, Pungarehu SH45.	Supporting growth G1, G3, A1, E1, E2
Emerging tourism routes	NPDC	Emerging tourism routes (self-drive and on-road cycling) for further assessment / investment – Carrington Rd, Mangorei Rd, Okau / Tongaporutu-Ohura Rd / Waitaanga Rd (crosses to Horizons), Wiremu Rd (inland around mountain), Ngatimaru Rd / Inland North Rd / Otoroa Rd, Tarata Rd, Waitara Rd / Everett Rd / Bristol Rd, Bertrand Rd and bridge. Connecting the Coastal Walkway to Waitara is a key project.	Supporting growth G1, G3, A1, E1, E2
Footpath improvements	RCAs	Noting will be integrated into future iterations of ONRC in recognition of space and place importance etc	Improving liveability I2, S2, A1, A3, E1, E2

5.6 Approved activities not yet complete

The following activities were approved for funding in the 2015-18 RLTP but **are not expected to be fully complete by the end of June 2018**, and will therefore carry over into this Plan period:

- NZTA – SH3 Vickers Road to City Upgrade
- NZTA – New Plymouth City Cycling & Walking Improvements
- NZTA – SH3 Awakino Gorge to Mt Messenger Corridor
- NZTA – SH3 Mount Messenger Bypass
- STDC – Nukumarū Station Rd Extension.

Such activities are widely referred to as being ‘**Committed activities**’ which are generally defined as projects or activities which were approved for funding in the current/previous NLTP and for which construction has commenced and will continue into the next NLTP period.

5.7 Activities proposed to be varied, suspended or abandoned

In preparing the Plan, the Committee is required (under section 16(6)(d) of the LTMA) to include an explanation of the proposed action if it is proposed that an activity be varied, suspended or abandoned.

No known activities are proposed to be varied, suspended or abandoned.

5.8 Accelerated Regional Roding Package

In 2014, the Government announced funding to accelerate a package of regionally important State highway projects, drawing on the Future Investment Fund (the proceeds of the partial sale of state-owned assets in the previous term). These are additional funds, entirely separate from the NLTFund, with the projects to be funded selected by the Government directly.

For Taranaki, two accelerated projects were identified:

- SH3 Normanby Overbridge Realignment construction (which was completed in early 2017)
- SH3 Awakino Gorge to Mt Messenger Corridor investigation, which has results in three projects being progressed.

The State Highway 3 Awakino Gorge to Mt Messenger Programme is now made up of:

- **SH3 Safety and Resilience Improvements** (in Taranaki & Waikato)
A package of improvements that includes road widening, rest stop and pull over areas, slow vehicle bays and passing lanes, side barriers, and slope stability improvements.
- **Mt Messenger Bypass** (in Taranaki)
A bypass of Mt Messenger is 5.2km long with additional work at the southern end creating about 6 km of improvements. It is located east of the existing highway (identified as Option C in the June 2017 public engagement). The route includes a bridge about 110m long and an estimated 230m long tunnel under the ridgeline south-east of Mt Messenger. Design and consenting work is underway, with construction programmed for 2018-2021.
- **Awakino Tunnel Bypass** (in Waikato)
A bypass of the Awakino Tunnel with two bridges across the Awakino River that reconnects to the existing highway 800 meters to the north. Design and consenting work is underway, with construction programmed for 2018-2020.

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

The GPS allocates funding from the National Land Transport Fund (NLTF) towards activity classes, rather than to specific projects. The Government identified these projects as being of particular regional importance, and so approved additional funding from outside of the NLTF to accelerate their progress.

5.9 Regional Improvements Activity Class

The Accelerated Regional Rooding Package outlined in Section 5.8 is in addition to, and quite separate from, the **Regional Improvements Activity Class** which was created in the *Government Policy Statement on Land Transport Funding* (GPS 2015). The Regional Improvements Activity Class is a pool of contestable funds within the NLTFund. The revenue for the NLTFund is hypothecated (ring-fenced for investment in land transport) and comes predominantly from road users through fuel excise duty, road user charges and from motor vehicle registration and licensing fees. This new activity class within the GPS 2015 is intended as a 'replacement' for the Regional (R) Funds scheme which expired in March 2015, and is designed to ensure that some funding is available for worthwhile investment in provincial areas.



5.10 Activities of inter-regional significance

In preparing the Plan, the Committee is required to identify those projects or activities that are of inter-regional significance. The Committee has determined that the following activities listed in this Plan have inter-regional significance:

- SH3 Awakino Gorge to Mt Messenger Corridor Improvements
- SH3 Mount Messenger Bypass
- SH3 Waitara to Bell Block projects, including the Airport Drive Improvements project
- SH3/3A Hawera to New Plymouth Corridor Improvements
- Let's Go Walking and Cycling activities - as a Model Community these works are actually of national significance
- SH3/45 Improved Tourist Facilities*
- SH43 Sealing Improvements*
- SH43 Stratford to Taumarunui Safety Improvements*
- SH3 Hawera to Whanganui Safety Improvements*
- Port Taranaki Improvements*

To some extent all activities proposed on State Highways are of inter-regional significance given their function as primary inter-regional transport corridors.

* not currently put forward for funding within the period of the Plan, listed in Section 5.4 (Activities already programmed for future iterations of the Plan) or 5.5 (Activities included for future consideration)

6. FUNDING THE RLTP

This section sets out a financial forecast of anticipated revenue and expenditure on activities for the ten financial years from 1 July 2015, and discusses the allocation of funds to proposed activities.

The information contained within this section of the Plan has been collated by activity class from data collected from the Transport Investment Online system (TIO) and is presented in greater detail in **Appendix IV**.

6.1 Proposed funding sources

It generally takes many years for transport projects to be implemented. Before any work on the ground can begin, land has to be acquired and various studies, consultation, feasibility reports, scheme assessments and detailed designs completed. It can also take a considerable period of time to accumulate local funding and/or obtain national funding.

The prioritisation process outlined in Section 5.2 is therefore used as a mechanism by the NZ Transport Agency for allocating available funds to those projects which best contribute to the achievement of *Government Policy Statement* targets.

The following funding sources are identified in the ten-year forecast of anticipated revenue for the Taranaki Region:

- **Local (L) Share:** this is funding sourced by the regional and district councils, e.g. rates or non-project specific developer contributions. These organisations are required to part-fund all their activities, with the proportion of L Funding required for each activity class based on a Funding Assistance Rate (FAR). The FAR varies depending on the organisation applying for funding and in some cases also on the type of activity being proposed.
- **National (N) Funds:** these are the main funding stream from the National Land Transport Fund (NLTFund) and are contestable funds distributed across the country. It is these funds that organisations are essentially bidding for through the programme component of this Plan.

It is not possible to predict the level of N funding that a region is likely to receive as the activities in Taranaki have yet to be assessed against activities in other parts of New Zealand.

- **Crown (C) Funds:** refers to special funding for specific regions and specified activities as appropriated or directed by the government. Within this Plan, C Funds are specified for Accelerated Regional Rooding Package projects, and for DOC's 'local share' equivalent.

National Land Transport Fund (NLTFund)

The NLTFund is a funding source for projects supported by the Transport Agency. This funding is sourced from road user charges, fuel excise duty and from motor vehicle registration and licencing fees. There are also modest contributions from sources such as the rental or sale of state highway land, and interest from cash invested.

Funding in the NLTF is allocated to activity classes established in the *Government Policy Statement on Land Transport* (GPS). The GPS is prepared on a three-yearly basis and is amended to reflect the current Government's priorities for land transport. The GPS specifies Activity Classes along with an upper and lower funding range for each activity class. The distribution of funds across activities is undertaken by the NZ Transport Agency. Funding occurs in a manner consistent with the GPS, and is on the basis of national priority until the funding available to each activity class is fully allocated. Not all activities put forward in regional land transport plans will receive the funding sought from the NLTF.

GPS 2015 involved changes to the Activity Class structure (refer Figure 6) – including the merging of some Activity Classes, and the creation of a new class 'Regional Improvements'.

GPS 2018 is still in development due to the change in Government in late 2017 bringing with it a significant change in policy direction. The draft for engagement is intended for release in late March 2018, with signals as to

what the revised document will include outlined in Section 3.3 and 3.5. The Activity Class structure is not expected to change.

Figure 6: Changes in funding Activity Classes

GPS 2012 Activity Classes	GPS 2015 Activity Classes
New and improved infrastructure for State highways	State highway improvements
Renewal of State highways	State highway maintenance
Maintenance and operation of State highways	
New and improved infrastructure for local roads	Local road improvements
Renewal of local roads	Local road maintenance
Maintenance and operation of local roads	
Public transport services	Public transport
Public transport infrastructure	
Walking and cycling	Walking and cycling improvements
N/A	Regional improvements
Road policing	Road policing
Road safety promotion	Road safety promotion
Sector research	Investment management
Transport planning	
Management of the funding allocation system	

The road policing activity class is not coordinated through regional land transport plans as occurs with the other activity classes. Funds are allocated directly to the NZ Police at a national level. Regional land transport plans are required however to include an assessment of the relationship of police activities to the plan.



New funding for cycling – the Urban Cycleways Fund

In August 2014 the government announced the creation of an Urban Cycleways Fund (UCF) to accelerate completion of urban cycle networks in the main urban centres over the next four years. This investment supports a step-change in cycling participation and will prioritise investment in key projects that will accelerate the completion of connected urban networks. This additional funding builds on the investments already being made in cycling, including through the model communities in Hastings and New Plymouth, and the New Zealand Cycle Trail network.

The extra investment of \$100 million is being allocated from the Crown’s Consolidated Fund and the Future Investment Fund, and divided between capital and operating expenditure.

Cycling projects in any of the seventeen eligible urban centres (which includes New Plymouth) are able to be considered for co-investment from the NLTF or UCF, or both.

NPDC are intending to make use of the opportunity presented by the UCF to access this additional co-funding source for Let’s Go works that meet the criteria for the UCF. Let’s Go have only a minimal capital spend for the period of the UCF.

The new Government has signalled that the UCF will be opened up to smaller urban areas from 2018.

6.2 The future without regionally dedicated funds

Some Regional (R) Funds are also being used during the life of the Plan, but only for completion of the previously approved 'committed' activities – namely the Vickers Road to New Plymouth City Corridor improvements (refer Section 5.4). R Funds were established for a finite ten-year period, April 2005 to April 2015. R funds were additional revenue collected nationally through a 5c per litre tax added to fuel sales and an equivalent increase in road user charges for light vehicles, and allocated to each region on a population basis. Their purpose was to provide a minimum dedicated spend in each region for transport improvement projects that are important to the region. It was therefore possible to forecast with a reasonable level of certainty the likely funding available to the region.

Regionally dedicated funding (R Funds) proved to be vitally important for regions such as Taranaki whose transport improvement projects are generally not considered to be of sufficient 'national priority' to compete for N Funds. The RLTP 2009-12 and 2012-15 processes reinforced the crucial role that R Funds played in ensuring regionally important projects were progressed.

The Committee has been very active in advocating to government for a continuation of some form of dedicated regional funding for transport activities – the result being the creation of a new activity class, Regional Improvements, within the GPS 2015. It is intended to provide certainty to the regions that funding is available for provincial areas to meet their legitimate transport investment needs. Approved organisations cannot directly apply for funding under this activity class, however the Transport Agency can re-allocate projects (from non-metropolitan areas) to the Regional Improvements category. Allocation of funds for this activity class will occur nationally, and will be allocated to projects that the Transport Agency considers will deliver regional rather than national outcomes.

The Committee will watch with interest as to how effective the new Regional Improvements Activity Class ("R2") proves to be, and continue to advocate for the region's interests as required.



The tables of forecast expenditure within this section have been fully revised as part of the mid-term review. Figures for the first two years of the Plan, 2015/16 and 2016/17, now reflect actual expenditure; with the remaining years of the Plan showing updated forecasts. All details are subject to change following LTP and SHIP processes.

6.3 Ten-year forecast of expenditure and revenue

The following tables outline a ten-year forecast of anticipated expenditure for Taranaki along with the anticipated funding sources (revenue).

The information presented here is given in greater detail in [Appendix IV](#).

Table 7: 10-year forecast summary of anticipated regional expenditure by year

AC code	Activity Class (AC) name	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	10 year total 2015-2024
1	Investment management	205,979	129,643	147,000	833,781	287,578	290,552	279,063	297,644	301,297	290,023	3,062,560
2	Road safety promotion	205,243	207,747	254,500	650,000	650,000	650,000	650,000	650,000	650,000	650,000	5,217,490
3	Walking and cycling improvements	1,603,464	472,998	1,279,557	0	0	0	0	0	0	0	3,356,019
4	Public transport	2,615,900	2,759,201	3,637,458	3,558,900	3,591,700	3,684,200	3,572,084	3,641,325	3,711,952	3,783,991	34,556,711
	Existing services / operations	2,381,894	2,533,542	2,601,000	3,227,900	3,301,700	3,394,200	3,462,084	3,531,325	3,601,952	3,673,991	31,709,588
	Low cost / low risk improvements	234,006	225,659	305,000	331,000	290,000	290,000	110,000	110,000	110,000	110,000	2,115,665
	Ticketing	0	0	731,458	0	0	0	0	0	0	0	731,458
8	Local road maintenance	41,157,853	29,183,635	32,864,398	31,314,207	31,434,207	31,514,207	30,851,995	31,156,826	31,466,787	31,781,963	322,726,078
9	State highway maintenance	11,145,988	14,039,951	15,977,492	19,274,020	19,135,270	17,479,418	20,291,879	20,991,949	21,716,172	20,656,241	180,708,380
12	Local road improvements	3,363,453	5,393,065	10,074,937	4,752,302	4,689,002	7,081,802	3,717,116	3,684,638	3,844,638	3,870,137	50,471,090
	Low cost / low risk improvements	2,439,285	2,605,211	3,039,383	3,752,302	3,689,002	3,881,802	3,717,116	3,684,638	3,844,638	3,870,137	34,523,514
	Other (projects)	924,168	2,787,854	7,035,554	1,000,000	1,000,000	3,200,000	0	0	0	0	15,947,576
13	State highway improvements	13,114,933	4,332,930	4,722,171	81,263,000	74,269,000	61,236,000	950,000	950,000	6,610,000	26,433,000	273,881,034
	Low cost / low risk improvements	584,251	1,227,250	3,702,771	950,000	950,000	950,000	950,000	950,000	950,000	950,000	12,164,272
	Other (projects)	12,530,682	3,105,680	1,019,400	80,313,000	73,319,000	60,286,000	0	0	5,660,000	25,483,000	261,716,762
20	Regional improvements ¹⁵	TBC	TBC	TBC	0	0	0	0	0	0	0	TBC
Taranaki region's total by year		73,412,813	56,519,170	68,957,513	141,646,210	134,056,757	121,936,179	60,312,137	61,372,382	68,300,846	87,465,355	873,979,362

¹⁵ Activities are funded through this Activity Class only if assigned to this by the Transport Agency during the moderation processes of the NLTP – hence all future columns are currently shown as zero even though the region wishes to be considered for this funding source.

<awaiting funding source breakdown from NZTA – TIO developer>

Table 8: 10-year forecast summary of anticipated regional expenditure and funding sources

Activity Class		Total forecast expenditure 2015/2024 (\$)	Funding sources (\$)		
Code	Name		Local (L)	National (N)	Crown (C) ¹⁶
1	Investment management	3,062,560	TBC	TBC	TBC
2	Road safety promotion	5,217,490	TBC	TBC	0
3	Walking and cycling improvements	3,356,019	TBC	TBC	0
4	Public transport	34,556,711	TBC	TBC	0
8	Local road maintenance	322,726,078	TBC	TBC	0
9	State highway maintenance	180,708,380	0	TBC	0
12	Local road improvements	50,471,090	TBC	TBC	0
13	State highway improvements	273,881,034	0	TBC	TBC
20	Regional improvements ¹⁷	TBC	0	TBC	0
Regional total		611,210,063	TBC	TBC	TBC

¹⁶ This figure is indicative only and includes anticipated Accelerated Regional Rooding Package funds, along with the equivalent of 'local share' for DOC which is obviously not rating based

¹⁷ Activities are funded through this Activity Class only if assigned to this by the Transport Agency during the moderation processes of the National Land Transport Programme – hence forecast figures will be lower than that wished for.

6.4 National moderation and allocating of funding

Funds are allocated by the Transport Agency to the highest national priority activities first. Activities are allocated nationally distributed (N) funds in each activity class until the total allocation of funds to that activity class is fully provided. The Transport Agency will make allocations to each activity class within the range defined by the GPS applicable to that period.

Each region may prioritise its projects for the RLTP as it wishes. However, this prioritisation will not necessarily be translated into the NLTP programme, as national moderation by the Transport Agency is likely to change what projects are funded according to national objectives – that is, those projects deemed as more nationally important will advance to the top for any available funds first, effectively limiting the say that the region has on the use of these funds as they will be prioritised nationally anyway, which is an ongoing concern for the Committee.

Once the final revised Plan is submitted to the Transport Agency in April 2018, the Transport Agency will undertake 'national moderation' of all the activities submitted by each region in the country to decide which activities they will include in the *National Land Transport Programme 2018-21*.



6.5 Activities to be funded from other sources

Some of the following land transport activities may be funded without any assistance from the National Land Transport Fund in Taranaki:

- **Operations**
 - Street cleaning, e.g. litter bin collection and central business district cleaning
 - Crime prevention cameras
 - Amenity lighting, e.g. under-veranda lighting
 - Vehicle crossing repairs
 - Footpath maintenance.
- **Renewals**
 - CCTV renewal programme
 - Vehicle crossing renewals
 - Footpath renewals.
- **Improvements**
 - New footpaths
 - Storm water improvements
 - Some general roading improvements, e.g. rural roads geometric improvements and urban road improvements
 - Seal extensions
 - Central business district upgrade works
 - New kerb and channel
 - Land purchase for street widening.

All of the activities listed above are funded by local authority rates.

Section 5.8 (Accelerated Regional Roding Package) outlines projects that are being funded through the Accelerated Regional Roding Package, which also sits outside of the NLTFund – though the Transport Agency will manage these works (as Crown funds).

The Department of Conservation will meet the equivalent of 'local share' from its own funds – which can broadly be considered as Crown funds also..

7. MONITORING, REVIEWS AND VARIATIONS

7.1 Monitoring the Plan

Under the LTMA a regional land transport plan is required to include “a description of how monitoring will be undertaken to assess implementation of the regional land transport plan” and “the measures that will be used to monitor the performance of the activities”.

Monitoring of the Plan will include gathering and reviewing information from organisations responsible for the delivery of the Plan’s programme activities. Monitoring reports will be produced annually during the period of the Plan and will include the following:

- A high level narrative report on the implementation of the objectives in the Plan.
- Progress against the programme of activities included in the programme component of the Plan, against certain key criteria where possible.
- A comparison of the funding requested for the preceding year against the actual funding approved and the actual expenditure for that year.
- Details of any plan variations approved during the year.
- An outline of the progress against significant activities identified in Section 5.3.

7.2 Review of the Plan

Under the LTMA, regional land transport plans must be issued every six years and reviewed every three years. The initial Plan was released in April 2015. This version, as revised by the mid-term review of 2017/18, will be released in final form in April 2018.

The Plan may need to be reviewed earlier if a request for a variation to the Plan triggers the Significance Policy outlined in Section 7.4.

In the interim, the Plan will be monitored as outlined in Section 7.1.

7.3 Variations to the Plan

The Plan will remain in force until 30 June 2021 – or unless a variation is required under section 18D of the LTMA.

Over the duration of the Plan, activities or projects could change, be abandoned or be added. Variation requests could occur due to variations in the time, scope or cost of proposed activities (especially given that a funding application can be made a number of years before an activity is to be undertaken).

Approved organisations or the Transport Agency, can therefore request that the Committee prepare a Plan variation. The Committee can also prepare variations of its own initiative.

The Committee will consider requests for variations promptly and forward the amended Plan to the Taranaki Regional Council for its consideration.

When variations are ‘significant’ in terms of the Committee’s significance policy (set out in Section 7.4 below), the Committee must consult on the variation before adopting it and forwarding it to the Taranaki Regional Council and ultimately the Transport Agency.

Public consultation is **not** required for any variation that is not significant in terms of the significance policy adopted in Section 7.4 of this Plan. It is probable that the majority of variations will not be significant.

7.4 Significance policy in relation to Plan variations

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

General determination of significance in relation to Plan variations

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

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

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

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

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

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

Consultation procedure to follow

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

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

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

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

GLOSSARY OF TERMS AND ACRONYMS

The following is a glossary of terms and acronyms used in the Plan.

Frequent reference is made within these definitions to the LTMA, being the *Land Transport Management Act 2003*.

Activity means a land transport output or capital project, or both.

Activity class (AC) means a grouping of similar activities, as defined in the *Government Policy Statement* (e.g. renewal of local roads).

Arterial route means a major or main road that primarily services through traffic.

Approved organisation (AO) refers to an organisation that is eligible to receive funding from the National Land Transport Fund for land transport activities. Approved organisations are defined in the LTMA as including regional councils, territorial authorities or a public organisation approved by the Governor General (by Order in Council) – currently the Department of Conservation and the Waitangi National Trust Board.

Approved organisations in the Taranaki region are the:

- Taranaki Regional Council
- New Plymouth District Council
- Stratford District Council
- South Taranaki District Council
- Department of Conservation.

Assessment profile refers to the three-part rating for an activity, rated as high, medium or low (eg HMM), and representing the assessment for Strategic Fit, Effectiveness and Efficiency respectively.

Benefit cost ratio (BCR) refers to the ratio that compares the benefits accruing to land transport users and the wider community from implementing a project or providing a service, with that project or service's whole of life costs. The Transport Agency uses the BCR as a measure of economic efficiency from a national perspective.

Business Case (BC) Approach is outlined in Section 3.5.

Combination of activities refers to two or more activities from the same activity class or from different activity classes. In practice, means a group of similar or dissimilar activities assembled to produce a particular outcome (e.g. group or package).

Commitment refers to the balance of financial allocation required to complete an approved activity in the current and future years.

Committed activities refers to commitments arising from activities which have previously been approved for funding through a previous National Land Transport Programme, so are included in the Plan automatically. Commitments arising from approved activities do not have to be prioritised as they have already been accepted by New Zealand Transport Agency as approved activities.

Committee refers to the Regional Transport Committee for Taranaki.

Crown (C) Funds refers to special funding for specific regions and specified activities as appropriated or directed by the government.

Demand management refers to a generic classification of activities that encourage more efficient and sustainable travel and transport behaviour. Demand management has the objective of encouraging motor vehicle users to use alternative means of transport when appropriate while also reducing total vehicle kilometres travelled. This includes freight transport as well as personal travel.

District means the district of a territorial authority.

Emergency Works refers to the work category which covers both initial response and the work required to reinstate a road facility damaged by a sudden and unexpected natural event.

Existing public transport services means the level of public transport services in place in the financial year before the commencement of the Regional Land Transport Plan, and any minor changes to those services.

Funding Assistance Rate (FAR) means the usual contribution in percentage terms that the Transport Agency augments funding of an approved organisation for the delivery of an activity of combination of activities.

Financial year means a period 12 months beginning on 1 July and ending on 30 June.

Full time equivalents (FTE) for the purposes of this document refers to the New Zealand Police's full-time equivalents calculated by dividing total hours by 1,500.

Government Policy Statement (GPS) refers to a Government Policy Statement on Land Transport issued under section 66 of the LTMA.

Group (or projects) refers to a combination of small projects of the same Activity Class representing a logical block of work, or a collection of community programme activities.

High Productivity Motor Vehicles (HPMV) means a truck that carries a divisible load that exceeds a mass of 44,000kg and/or the maximum length dimensions allowed for standard vehicles (as set out in the *Land Transport Rule: Vehicle Dimensions and Mass 2002*). HPMVs operate under HPMV permits issued by a RCA for access to specific roads that have been determined to be suitable to accommodate the additional mass and/or length.

Improvements projects refer to improvements to road infrastructure outside of work categories defined as local maintenance and renewals.

Land transport refers to the transport of people and freight on land by any means and the infrastructure, goods and services facilitating that transport. Includes coastal shipping and associated infrastructure.

The definition provided in the *Land Transport Management Act 2003* is:

Land transport

(a) means -

(i) transport on land by any means

(ii) the infrastructure, goods, and services facilitating that transport; and

(b) includes -

(i) coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes) and associated infrastructure

(ii) the infrastructure, goods and services (including education and enforcement), the primary purpose of which is to improve public safety in relation to the kinds of transport described in paragraph (a)(i).

Land Transport Management Act 2003 (LTMA) refers the *Land Transport Management Act 2003*, as amended from time to time, which is the main statutory framework for land transport planning and funding in New Zealand.

Level of service (LOS)

Local authority refers to any territorial authority or regional council within the meaning of the *Local Government Act 2002*.

Local road means a road, other than a state highway, in the district, and under the control, of a territorial authority.

Local road maintenance refers to local road activities covering the following work categories: sealed pavement maintenance, unsealed pavement maintenance, routine drainage maintenance, structures maintenance, environmental maintenance, traffic services maintenance, operational traffic maintenance, cycle path maintenance, level crossing warning devices, emergency works, network and asset management, unsealed road metalling, sealed road resurfacing, drainage renewals, sealed road pavement rehabilitation, structures component replacements, environmental renewals, traffic services renewals, associated improvements and preventive maintenance. Improvements to road infrastructure outside of these work categories are considered to be 'improvement' projects.

Long-Term Plan (LTP) refers to the ten year long-term council plan produced by regional and territorial authorities in accordance with section 93 of the *Local Government Act 2002*.

Low cost / low risk improvements were known as Minor Improvements prior to the 2018-21. Low cost, low risk improvement programmes within the Local Road Improvements, State Highway Improvements, Regional Improvements or Public Transport Improvements activity classes are for improvement activities up to \$1 million total cost per activity.

Minor improvements prior to July 2017, referred to improvement projects of \$300,000 (was \$250,000 for the 2012-15 NLTP) cost or less that are within the definitions of existing improvements work categories. Minor improvements are delivered as a programme with block funding under delegated authority. From July 2017, the threshold was increased to \$1M, with a change in name for the 2018-21 NLTP to 'Low cost / low risk Improvements'

Mode is a categorisation of different methods of transport e.g. bus, walking, cycling, road, rail, airplane or boat.

Model walking/cycling community refers to a community selected by the Transport Agency Board through a selection process to undertake an accelerated investment programme, demonstrating the outcomes achieved by planning an integrated network which prioritises walking and cycling. Model communities have the objective to increase transport efficiency in main urban areas by creating environments where walking and cycling becomes a realistic and viable transport choice with improved safety, improved access and improved awareness of walking and cycling. The New Plymouth district was chosen as a model community in June 2010.

National Land Transport Fund (NLTF) means the fund established under section 10 of the LTMA to pay for land transport activities.

National Land Transport Programme refers to a national three-year programme produced and adopted by the Transport Agency of approved and proposed activities, prepared under section 19 of the LTMA.

National (N) Funds refers to nationally distributed funds. These are the balance of funds in the National Land Transport Fund after accounting for R (regionally distributed) and C (crown) funds. N funds are allocated to the highest priority activities in each activity class across New Zealand, having accounted for R and C fund allocations.

New Zealand Transport Agency (NZTA) refers to the single Crown entity established under section 93 of the LTMA that replaced Land Transport New Zealand and Transit New Zealand from 1 August 2008.

New Zealand Transport Strategy refers to the 2008 *New Zealand Transport Strategy* prepared by the government that was replaced by *Connecting New Zealand* in August 2011.

NLT means National Land Transport

Public transport service is a service for the carriage of passengers for hire or reward, that is available to the public generally by means of vehicles as defined in section 5 of the *Land Transport Management Act 2003*.

Police activities means activities, approved by the Minister of Transport in conjunction with the Minister of Police, paid from the National Land Transport Fund, to be delivered by the police.

Planning and Investment Knowledge Base (PIKB) refers to the Transport Agency's online system (www.pikb.co.nz) which has replaced the former *Planning, Programming and Funding Manual* as the Agency's manual setting out planning, programming and funding policy, practice, procedures and guidance to approved organisations in the preparation and planning of projects and activities for which they seek national funding.

Regional Council means a regional council within the meaning of the *Local Government Act 2002*.

Regional land transport programme means a regional land transport programme, previously prepared under Part 2 of the LTMA, but no longer a requirement of the Act as of July 2013. This document effectively replaces the *Regional Land Transport Programme for Taranaki 2012-15*.

Regional land transport plan refers to a regional land transport plan as from time to time amended or varied.

Regional Land Transport Plan for Taranaki 2015/16-2020/21 or **Plan** refers to this document.

Regional land transport strategy means a regional land transport strategy previously prepared under Part 3 of the LTMA, but no longer a requirement of the Act as of July 2013. This document effectively replaces the *Regional Land Transport Strategy for Taranaki 2011-2041*.

Regional (R) Funds refers to funds from a 5 cent per litre increase in fuel excise duty and an equivalent increase in road user charges for light vehicles, to be distributed regionally on the basis of population (with Auckland receiving 35 percent of the total collected) for 10 years from April 2005.

Regional Transport Advisory Group (RTAG) is the technical advisory group to the Regional Transport Committee.

Regional transport committee refers to a regional transport committee established under section 105 or clause 11 of schedule 7 of the *Land Transport Management Act 2003*. Regional transport committees have representation from regional councils, territorial authorities, and the Transport Agency.

RLT means Regional Land Transport

Road Controlling Authority (RCA) that is, the Transport Agency (for state highways), the Department of Conservation, and the territorial authorities (in Taranaki being the New Plymouth, Stratford and South Taranaki district councils).

Special Purpose Roads (SPR) are those local roads that were accepted as such under section 104 (now repealed) of the *Transit New Zealand Act*. Stratford and New Plymouth district councils both have responsibility for special purpose roads in their respective districts which provide access into the Department of Conservation controlled Egmont National Park. National funding assistance for SPR is currently provided to those district councils at a 100% FAR, but this is under review by the Transport Agency.

State highway (SH) means a road declared to be a state highway under section 11 of the *National Roads Act 1953*, section 60 of the *Government Roading Powers Act 1989*, or under section 103 of the *Land Transport Management Act 2003*. These roads are managed by the Transport Agency.

Territorial authority (TA) means a city council or district council named in Part 2 of Schedule 2 of the *Local Government Act 2002*.

Transport Investment Online (TIO) refers to the Transport Agency's web-based funding allocation system for preparing and managing the *National Land Transport Programme*.

Useful websites:

Taranaki Regional Council	www.trc.govt.nz
New Zealand Transport Agency	www.nzta.govt.nz
New Plymouth District Council	www.newplymouthnz.com
Let's Go	http://www.letsgo.org.nz/
Stratford District Council	www.stratford.govt.nz
South Taranaki District Council	www.stdc.co.nz



APPENDIX I: LEGISLATIVE CONTENT REQUIREMENTS OF RLTP

Section 16 [Form and content of regional land transport plans] of the Land Transport Management Act 2003

(1) A regional land transport plan must set out the region's land transport objectives, policies, and measures for at least 10 financial years from the start of the regional land transport plan.

(2) A regional land transport plan must include—

(a) a statement of transport priorities for the region for the 10 financial years from the start of the regional land transport plan; and

(b) a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the regional land transport plan; and

(c) all regionally significant expenditure on land transport activities to be funded from sources other than the national land transport fund during the 6 financial years from the start of the regional land transport plan; and

(d) an identification of those activities (if any) that have inter-regional significance.

(3) For the purpose of seeking payment from the national land transport fund, a regional land transport plan must contain, for the first 6 financial years to which the plan relates,—

(a) for regions other than Auckland, activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services; and

(b) in the case of Auckland, activities proposed by Auckland Transport; and

(c) the following activities that the regional transport committee decides to include in the regional land transport plan:

(i) activities proposed by approved organisations in the region or, in the case of Auckland, by the Auckland Council, other than those activities specified in paragraphs (a) and (b); and

(ii) activities relating to State highways in the region that are proposed by the Agency; and

(iii) activities, other than those relating to State highways, that the Agency may propose for the region and that the Agency wishes to see included in the regional land transport plan; and

(d) the order of priority of the significant activities that a regional transport committee includes in the regional land transport plan under paragraphs (a), (b), and (c); and

(e) an assessment of each activity prepared by the organisation that proposes the activity under paragraph (a), (b), or (c) that includes—

(i) the objective or policy to which the activity will contribute; and

(ii) an estimate of the total cost and the cost for each year; and

(iii) the expected duration of the activity; and

(iv) any proposed sources of funding other than the national land transport fund (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties); and

(v) any other relevant information; and

(f) the measures that will be used to monitor the performance of the activities.

(4) An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity.

(5) For the purpose of the inclusion of activities in a national land transport programme,—

(a) a regional land transport plan must be in the form and contain the detail that the Agency may prescribe in writing to regional transport committees; and

(b) the assessment under subsection (3)(e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the Agency under paragraph (a).

(6) A regional land transport plan must also include—

- (a) an assessment of how the plan complies with section 14; and*
- (b) an assessment of the relationship of Police activities to the regional land transport plan; and*
- (c) a list of activities that have been approved under section 20 but are not yet completed; and*
- (d) an explanation of the proposed action, if it is proposed that an activity be varied, suspended, or abandoned; and*
- (e) a description of how monitoring will be undertaken to assess implementation of the regional land transport plan; and*
- (f) a summary of the consultation carried out in the preparation of the regional land transport plan; and*
- (g) a summary of the policy relating to significance adopted by the regional transport committee under section 106(2); and*
- (h) any other relevant matters.*

(7) For the purposes of this section, existing public transport services means the level of public transport services in place in the financial year before the commencement of the regional land transport plan, and any minor changes to those services.

APPENDIX II: ASSESSMENT OF STATUTORY COMPLIANCE

Under section 16(6)(a) of the *Land Transport Management Act 2003* (LTMA), the Plan must contain an assessment of how it complies with Section 14 of the Act – which reads:

14 Core requirements of regional land transport plans

Before a regional transport committee submits a regional land transport plan to a regional council ...for approval, the regional transport committee must—

(a) be satisfied that the regional land transport plan—

- (i) contributes to the purpose of this Act; and
- (ii) is consistent with the GPS on land transport; and

(b) have considered—

- (i) alternative regional land transport objectives that would contribute to the purpose of this Act; and
- (ii) the feasibility and affordability of those alternative objectives; and

(c) have taken into account any—

- (i) national energy efficiency and conservation strategy; and
- (ii) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and
- (iii) likely funding from any source

The Committee has assessed and is satisfied that the Plan complies with these requirements, as outlined in Table 9 below.

Table 9: Assessment of the Plan’s compliance with Section 14 of the LTMA

LTMA reference	Provision	Description of how the Plan meets the statutory requirements
Section 14(a)(i)	Be satisfied that the Plan contributes to the purpose of the LTMA – which is to contribute to an effective, efficient, and safe land transport system in the public interest.	Section 4 provides the strategic direction for the Plan, including identifying transport issues and challenges, objectives, policies, measures and priorities. This policy framework, together with the programme component of the Plan which outlines the activities being proposed for funding, has been designed to give full effect to the LTMA’s purpose. Through ongoing monitoring, reviews and variations the Plan will be responsive to any change in transport needs over time.
Section 14(a)(ii)	The Plan is consistent with the Government Policy Statement (GPS) on land transport	Section 3.3 describes the national and regional policy context for the Plan and specifically outlines the GPS. The Activity Classes set in the GPS have been clearly identified in Section 5 and Section 6, with proposed activities having been aligned to the funding ranges available under the GPS.

LTMA reference	Provision	Description of how the Plan meets the statutory requirements
Section 14(b)(i) and (ii)	The Committee has considered alternative regional land transport objectives that would contribute to the purpose of this Act, and the feasibility and affordability of those alternative objectives	<p>The Committee notes the absence of guidelines from the Ministry of Transport and/or Transport Agency detailing the intention of this provision (particularly regarding the feasibility and affordability of alternative objectives).</p> <p>However, this Plan has been built off the solid policy direction outlined in the <i>Regional Land Transport Strategy for Taranaki 2011-2041</i>. It is important to note that this Strategy, and the 2006 one developed prior to it, went through a robust development process, including the detailed examination of strategic options. The development of this Plan has reconfirmed the general strategic direction for Taranaki's land transport system as set in the Strategy, of 'Improved roading, with an increased provision for alternative modes'.</p>
Section 14(c)(i)	Has taken into account the National Energy Efficiency and Conservation Strategy	<p>In the preparation of the Plan, the Committee has taken into account national objectives and issues set out in the <i>New Zealand Energy Efficiency and Conservation Strategy</i>. The Strategy sets out three transport objectives relating to reducing the need for travel, improving the energy performance of transport, and improving the uptake of low energy transport options. Section 4.4 explicitly addresses promoting energy efficiency through the sixth objective of "An energy efficient and environmentally sustainable land transport system" with related policies and measures outlined.</p> <p>In addition, some of the activities listed in Section 5 are expected to support improvements in energy efficiency - particularly those activities improving traffic flows and the roading characteristic (e.g. reducing rolling resistance), and promoting less energy intensive modes of transport (e.g. public transport, walking and cycling).</p>
Section 14(c)(ii)	Has taken into account any relevant national and regional policy statements or plans under the <i>Resource Management Act 1991</i>	<p>In the preparation of the Plan, the Committee has taken into account transport related objectives, policies and methods set out in the <i>Regional Policy Statement for Taranaki (2010)</i>.</p> <p>Issues, objectives and activities identified in the Plan support a number of objectives, policies and methods addressing environmental issues identified in the Regional Policy Statement. In particular the Plan will contribute to addressing Regional Policy Statement (2010) issues relating to climate change, sustainably managing energy, and promoting sustainable urban development.</p>
Section 14(c)(iii)	Has taken into account likely funding from any source	Section 6 and Appendix IV include an outline of anticipated funding sources and potential alternative funding sources.

APPENDIX III: ASSESSMENT OF THE RELATIONSHIP WITH POLICE ACTIVITIES

Though the *Road Policing Programme* is funded from the National Land Transport Fund, the Road Policing Activity Class is not coordinated through regional land transport plans as occurs with the other activity classes, rather funds are allocated directly to the NZ Police at a national level. Regional land transport plans are required however (under section 16(6)(b) of the LTMA), to include an assessment of the relationship of police activities to the Plan.

In preparing this Plan, the Committee took into account *Safer Journeys: New Zealand's Road Safety Strategy 2010-2020*, which is also a guiding document for the road policing side of the New Zealand Police. There is therefore a strong relationship between the Plan and police activities. Further, *Safer Journeys* is a guiding document for the *Road Policing Programme* prepared by the Transport Agency and the *Community Road Safety Programme* prepared by RoadSafe Taranaki.

Police roading activities focus on the delivery of enforcement activities. However, the New Zealand Police also support and work with other Plan partners such as the Transport Agency, the district councils and RoadSafe Taranaki to deliver community and educational programmes.

New Zealand Police activities focus predominantly on road safety (Objective 3 identified in Section 4.4). However, their activities also indirectly address other issues identified in the Plan. For example, fewer deaths and injuries in the health system have a notable economic benefit for the country, thereby contributing to Issue 2 of facilitating growth and economic development. Economic development is also encouraged by policing activities in that road trauma is reduced, and traffic flows (post-crash or regular) are managed. Sensible speeds contribute to energy efficiency and to minimising undesirable emissions, and the policing of safety is closely linked to security in public places, as well as with general crime outcomes. When people feel safe they are more likely to use the land transport system and be mobile on foot and by cycle as well as by vehicle, thereby assisting a range of other Plan objectives. Conversely, road

engineering and other activities identified in Section 5 of the Plan (e.g. the Normanby Overbridge Realignment, as well as other works on state highways and local roads that make them more safe and 'forgiving') also contribute to meeting New Zealand Police targets relating to road safety.

It is the shared view of both the Committee and the New Zealand Police that the issues, priorities and activities identified in the Plan strongly support and align with New Zealand Police's road safety goals and, vice versa, Police activities will make a positive contribution to addressing issues and priorities identified in the Plan.

The New Zealand Police commit 30 full time equivalents (FTE) to land transport related duties in the region as outlined in Table 10 below, 20.4 FTE service the New Plymouth district and 9.6 FTE service the Stratford and South Taranaki Districts.

Table 10: Police resourcing for land transport activities in Taranaki

Police land transport activities		Police resourcing for Taranaki per annum*	
		FTE	%
Enforcement	Speed control	5.8	19.3%
	Drinking or drugged driver control	7.9	26.3%
	Restraint device control	2.1	7.0%
	Visible road safety and general enforcement	7.4	24.6%
Reactive	Crash attendance and investigation	4.7	15.7%
	Traffic management (post crash)	0.8	2.7%
Education	Police community services	0.5	1.7%
	School road safety education	0.8	2.7%
Total		30.0	100%

* For the purposes of this Plan, it is assumed that these FTE estimates given by representatives of the NZ Police as at 2014 will apply annually for the duration of this Plan.

Ongoing liaison, advocacy and coordination with Police

Liaison and partnering will continue to occur at the district level through the development of road safety action plans for the Taranaki region. Road safety action plans are partnership agreements between the New Zealand Police, the Transport Agency, local authorities, Roadsafe Taranaki, and other community representatives. Through these plans, road safety risks are determined at the local level, and the delivery of planned services is coordinated. The plans also synchronise all road safety activities delivered at the local level (for example engineering improvements, community programmes and road policing).



APPENDIX IV: 10-YEAR EXPENDITURE FORECASTS

The following two tables are an expansion of the summary information provided in Section 6.3.

Table 11: 10-year Activity Class expenditure forecasts by organisation (\$)

Org.	AC code	Activity Class (AC) name	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	10 year total 2015-2024
DOC	8	Local road maintenance	0	0	0	11,556	11,556	11,556	11,556	11,556	11,556	11,556	80,892
DOC	12	Local road improvements	0	0	0	0	0	100,000	0	0	0	0	100,000
DOC's total by year			0	0	0	11,556	11,556	111,556	11,556	11,556	11,556	11,556	180,892
NPDC	1	Investment management	0	0	0	500,000	100,000	100,000	100,000	100,000	100,000	100,000	1,100,000
NPDC	3	Walking and cycling improvements	996,817	472,998	780,000	0 ¹⁸	0	0	0	0	0	0	2,249,815
NPDC	8	Local road maintenance	12,941,044	11,978,208	14,438,682	12,433,000	12,553,000	12,633,000	12,371,000	12,371,000	12,371,000	12,371,000	126,460,934
NPDC	12	Local road improvements	1,008,816	2,427,855	3,370,000	2,866,000	2,866,000	5,066,000	1,866,000	1,866,000	1,866,000	1,866,000	25,068,671
		Low cost / low risk improvements	988,873	1,092,026	1,180,000	1,866,000	1,866,000	1,866,000	1,866,000	1,866,000	1,866,000	1,866,000	16,322,899
		Other (projects)	19,943	1,335,829	2,190,000	1,000,000	1,000,000	3,200,000	0	0	0	0	8,745,772
NPDC's total by year			14,946,677	14,879,061	18,588,682	15,799,000	15,519,000	17,799,000	14,337,000	14,337,000	14,337,000	14,337,000	154,879,420
STDC	2	Road safety promotion ¹⁹	205,243	207,747	254,500	650,000	650,000	650,000	650,000	650,000	650,000	650,000	5,217,490
STDC	8	Local road maintenance	18,972,486	12,710,818	12,321,981	13,420,700	13,420,700	13,420,700	12,911,510	13,105,182	13,301,761	13,501,287	137,087,125
STDC	12	Local road improvements	1,849,417	2,430,051	5,736,802	1,100,000	1,100,000	1,100,000	1,200,000	1,200,000	1,250,000	1,250,000	18,216,270
		Low cost / low risk improvements	1,140,230	1,108,026	976,802	1,100,000	1,100,000	1,100,000	1,200,000	1,200,000	1,250,000	1,250,000	11,425,058
		Other (projects)	709,187	1,322,025	4,760,000	0	0	0	0	0	0	0	6,791,212
STDC's total by year			21,027,146	15,348,616	18,313,283	15,170,700	15,170,700	15,170,700	14,761,510	14,955,182	15,201,761	15,401,287	160,520,885
SDC	8	Local road maintenance	9,244,323	4,494,609	6,103,735	5,448,951	5,448,951	5,448,951	5,557,929	5,669,088	5,782,470	5,898,120	59,097,127
SDC	12	Local road improvements	505,220	535,159	968,135	786,302	723,002	815,802	651,116	618,638	728,638	754,137	7,086,149
		Low cost / low risk improvements	310,182	405,159	882,581	786,302	723,002	815,802	651,116	618,638	728,638	754,137	6,675,557
		Other (projects)	195,038	130,000	85,554	0	0	0	0	0	0	0	410,592
SDC's total by year			9,749,543	5,029,768	7,071,870	6,235,253	6,171,953	6,264,753	6,209,045	6,287,726	6,511,108	6,652,257	66,183,276

¹⁸ NZTA requirements mean that funding for NPDC's Let's Go promotional work moves from AC3 to AC2 from 2018/19, to be included under the regional Road Safety Promotion work coordinated by STDC.

¹⁹ Road Safety Promotion expenditure covers the whole Region – with STDC administering the programme on behalf of the three district councils. Further explanation provided in Table 12.

- These figures include Emergency Works (Work Category 141) for the first three years of the Plan.
- These figures include those for the Special Purpose Roads (SPR) that are maintained by the New Plymouth and Stratford district councils.
- Activity Classes which contain 'Low Cost / Low Risk Improvements' (formerly 'Minor Improvements') categories have been detailed further to provide ease of identification of minor safety works versus larger projects.
- Due to the increase in threshold of 'Low Cost / Low Risk Improvements' to \$1M from July 2017, a wider range of relatively minor activities will come under this category in future - including many Let's Go infrastructure improvements and bridge replacement works.

Org.	AC code	Activity Class (AC) name	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	10 year total 2015-2024
NZTA	1	Investment management	103,747	0	0	153,900	0	0	0	0	0	0	257,647
NZTA	3	Walking and cycling improvements	606,647	0	499,557	0	0	0	0	0	0	0	1,106,204
NZTA	9	State highway maintenance	11,145,988	14,039,951	15,977,492	19,274,020	19,135,270	17,479,418	20,291,879	20,991,949	21,716,172	20,656,241	180,708,380
NZTA	13	State highway improvements	13,114,933	4,332,930	4,722,171	81,263,000	74,269,000	61,236,000	950,000	950,000	6,610,000	26,433,000	273,881,034
		Low cost / low risk improvements	584,251	1,227,250	3,702,771	950,000	950,000	950,000	950,000	950,000	950,000	950,000	12,164,272
		Other (projects)	12,530,682	3,105,680	1,019,400	80,313,000	73,319,000	60,286,000	0	0	5,660,000	25,483,000	261,716,762
NZTA's total by year			24,971,315	18,372,881	21,199,220	100,690,920	93,404,270	78,715,418	21,241,879	21,941,949	28,326,172	47,089,241	455,953,265
TRC	1	Investment management	102,232	129,643	147,000	179,881	187,578	190,552	179,063	197,644	201,297	190,023	1,704,913
TRC	4	Public transport	2,615,900	2,759,201	3,637,458	3,558,900	3,591,700	3,684,200	3,572,084	3,641,325	3,711,952	3,783,991	34,556,711
		Existing services / operations	2,381,894	2,533,542	2,601,000	3,227,900	3,301,700	3,394,200	3,462,084	3,531,325	3,601,952	3,673,991	31,709,588
		Low cost / low risk improvements ²⁰	234,006	225,659	305,000	331,000	290,000	290,000	110,000	110,000	110,000	110,000	2,115,665
		Ticketing	0	0	731,458	0	0	0	0	0	0	0	731,458
TRC's total by year			2,718,132	2,888,844	3,784,458	3,738,781	3,779,278	3,874,752	3,751,147	3,838,969	3,913,249	3,974,014	36,261,624

²⁰ Public transport (Low cost / low risk improvements) includes expenditure on related infrastructure, such as bus shelters, by the district councils. Further explanation provided in Table xx.

Table 12: Breakdown of expected funding source for the 10-year expenditure forecasts <to be updated – awaiting data from TIO developers>

Org. & Activity Class	Total forecast expenditure 2015/2024 (\$)	Expected funding source (\$)	
		Local (L)	National (N)
1 – Investment management			
NPDC	613,500	299,081	314,419
SDC	0	0	0
STDC	0	0	0
NZTA	220,000	0	220,000
TRC	2,078,267	1,016,766	1,061,501
Total	2,911,767	1,315,847	1,595,920
2 – Road safety promotion			
NPDC	0	0	0
SDC	0	0	0
STDC ²²	2,591,000	987,075	1,603,925
TRC	0	0	0
Total	2,591,000	987,075	1,603,925
8 – Local road maintenance			
NPDC	122,919,709	60,109,888	62,809,821
SDC	50,680,699	21,933,243	28,747,456
STDC	118,336,686	50,873,464	67,463,222
Total	291,937,094	132,916,595	159,020,499
9 – State highway maintenance			
NZTA	135,381,130	0	135,381,130
Total	135,381,130	0	135,381,130

Org. & Activity Class	Total forecast expenditure 2015/2024 (\$)	Expected funding source (\$)	
		Local (L)	National (N)
3 – Walking and cycling improvements			
NPDC	5,350,000	2,616,150	2,733,850
SDC	0	0	0
STDC	775,000	469,500 ²¹	305,500
NZTA	0	0	0
TRC	0	0	0
Total	6,125,000	3,085,650	3,039,350
4 – Public transport			
NPDC	0	0	0
SDC	0	0	0
STDC	0	0	0
TRC ²³	32,645,908 ²⁴	15,966,825	16,679,083
Total	32,645,908	15,966,825	16,679,083
12 – Local road improvements			
NPDC	15,660,000	7,662,040	7,997,960
SDC	5,814,232	2,417,595	3,396,637
STDC	11,974,499	5,170,784	6,803,715
Total	33,448,731	15,250,419	18,198,312
13 – State highway improvements			
NZTA	66,169,433 ²⁵	0	66,169,433
Total	66,169,433	0	66,169,433

²¹ This includes \$225,000 of additional Local Funds over and above the portion of local share for which co-funding is being sought from the NLTFund.

²² The three district councils share the costs of the road safety promotion programme between them. However STDC administer the programme on the group's behalf – including claiming for the total regional expenditure then on-invoicing the other councils. Local share from SDC and NPDC is therefore also involved for this activity yet is not separately specified in the Plan, being accounted for within STDC's totals.

²³ The supporting infrastructure for public transport services (such as bus shelters) is the responsibility of the district councils, however TRC applies collectively for funding for these activities on their behalf. Local share from the district councils is therefore also involved for public transport infrastructure yet is not separately specified in the Plan.

²⁴ Includes capital expenditure for integrated bus ticketing system which is eligible for Agency funding

²⁵ This figure does not include the up to \$40 million in potential Crown Funds on the two projects chosen as part of the Accelerated Regional Roading Package – refer to Table 3, Table 8 and Section 5.6.

APPENDIX V: PLAN DEVELOPMENT AND CONSULTATION PROCESS

The development of the *Regional Land Transport Plan for Taranaki 2015-2021* involved extensive assessment, analysis and input by key stakeholders at various stages of the development process. The Regional Transport Committee for Taranaki oversees this process, with the technical assistance of the Regional Transport Advisory Group.

Set out in Figure 7 is a summary of the process for development of the Plan, including consultation. <To be updated for mid-term review>

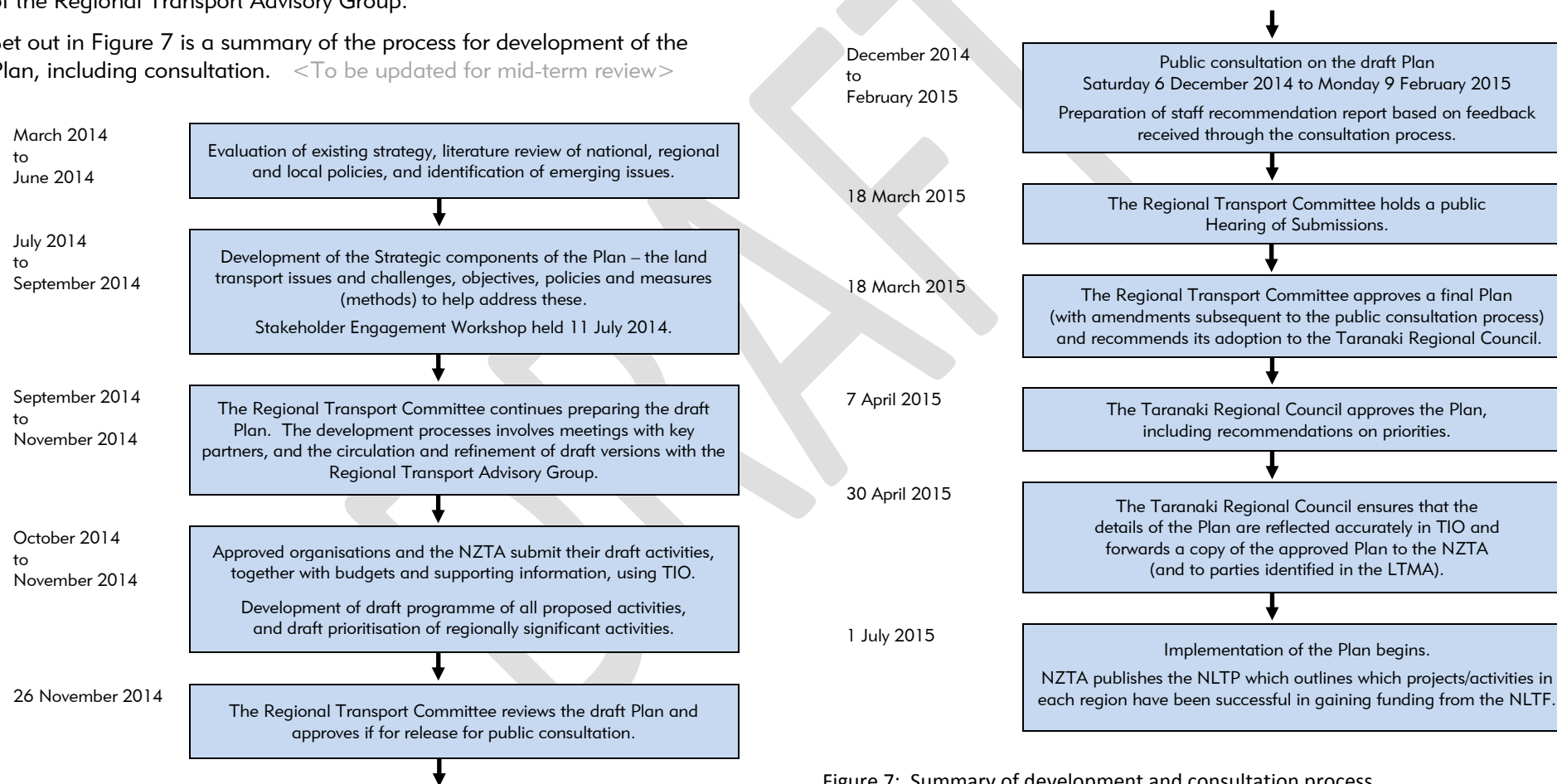


Figure 7: Summary of development and consultation process

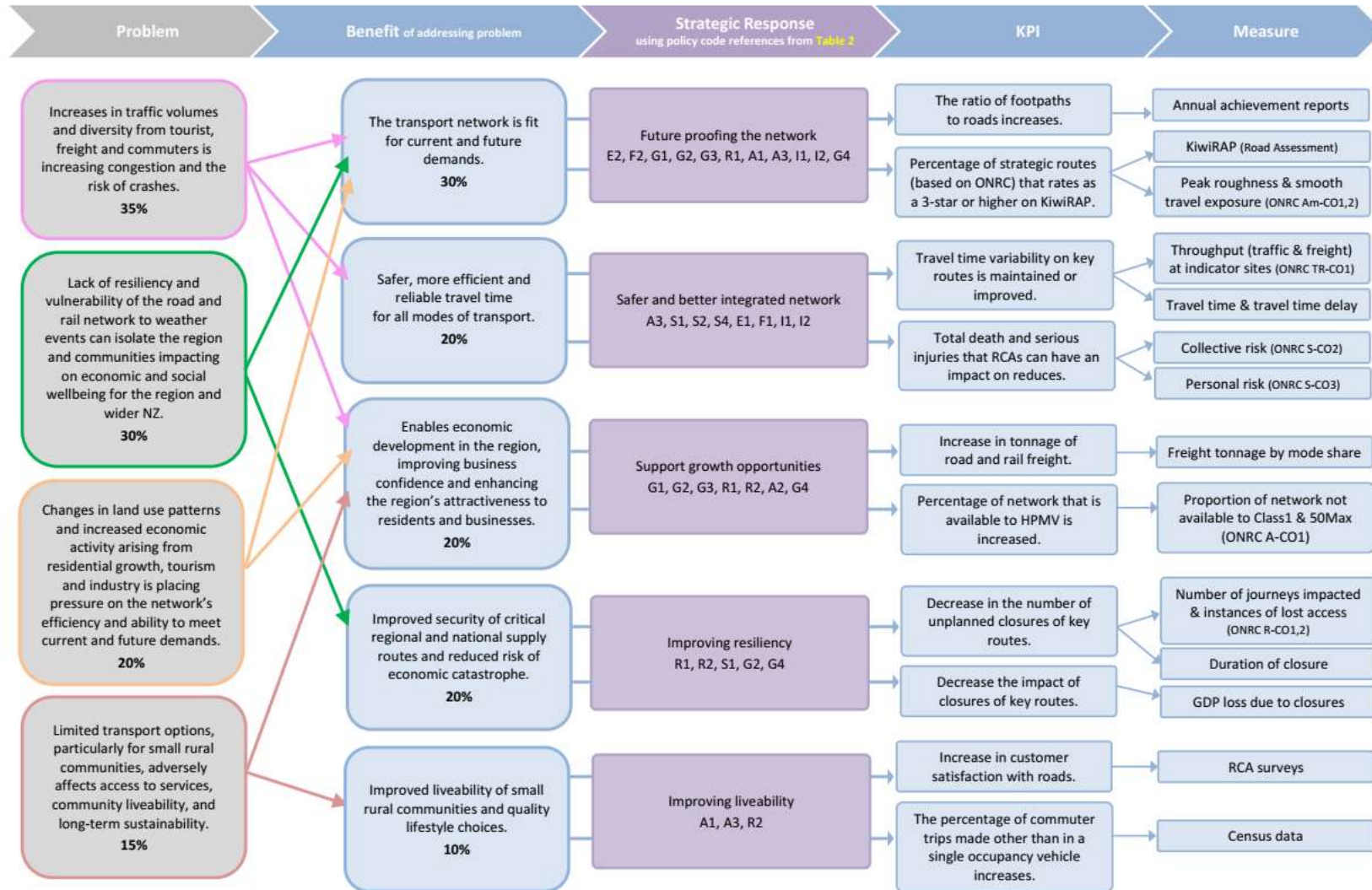
APPENDIX VI: INVESTMENT LOGIC DIAGRAM

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The following diagram combines the Problem and Benefit Maps created during the BCA processes undertaken as part of the mid-term review.

Taranaki Regional Transport – Investment Logic Schematic (incorporating Problem and Benefit Maps)

Developing a resilient transport network capable of meeting current and future growth demands for national and regional benefits.



APPENDIX VII: STATE HIGHWAY 43 JOINT STATEMENT

The following joint statement by civic leaders was undertaken in August 2017

State Highway 43 joint statement

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

As a three-hour scenic heritage connection between Taranaki and the Central North Island, this 155km long highway is increasingly popular as a tourist route — both in its own right and in providing access to other visitor opportunities. Promoted as the 'Forgotten World Highway', the route itself winds through rugged hill country and sub-tropical rainforests, with numerous points of interest on New Zealand's pioneering history along the way.

However, despite ongoing advocacy from the affected regional communities, 12km of SH43 (through the Tangarakau Gorge) remains unsealed. This is a significant barrier to improving tourism, and therefore economic growth, for the districts and regions that the highway connects — effectively fragmenting major regional tourism assets. Taranaki and Ruapehu in particular, have major private and local public investments aimed to lift amenities and visitor offerings in their areas. These aspirations are documented in a number of strategic planning documents. It is acknowledged that transport infrastructure is key to regional prosperity and this project aligns with Regional Economic Development planning for Taranaki and Manawatu-Wanganui Regions. Having a fit-for-purpose roading network in place to facilitate tourism between these is critical to optimise leveraging off the facilities available in each area. The current state of SH43 is a major constraint to the regions' meeting their potential.

Further, SH43 also currently has a high personal risk rating (KiwiRAP road safety rating system 2012). A high proportion of tourists are unfamiliar with driving on unsealed roads, which exacerbates the safety issues on the route.

Bringing SH43 up to an appropriate level of service for an inter-regional tourism route, including being fully sealed, is therefore a priority.

SH43 should be managed to achieve the following objectives:

- To develop and protect the highway's tourism role by ensuring that it is of a suitable standard to encourage tourist use, including being fully-sealed and appropriately maintained.
- To support a reduction of death and serious injuries on the route.

This joint statement on State Highway 43 (SH43) has been prepared, and agreed to, by the following local authorities:



Cr David McLeod, Chair
Taranaki Regional Council



Mayor Neil Volzke
Stratford District Council



Mayor Neil Holdom
New Plymouth District Council



Cr Bruce Gordon, Chair
Horizons Regional Council



Mayor Don Cameron
Ruapehu District Council



Mayor Ross Dunlop
South Taranaki District Council

APPENDIX VIII: MAPS OF KEY REGIONAL ROUTES

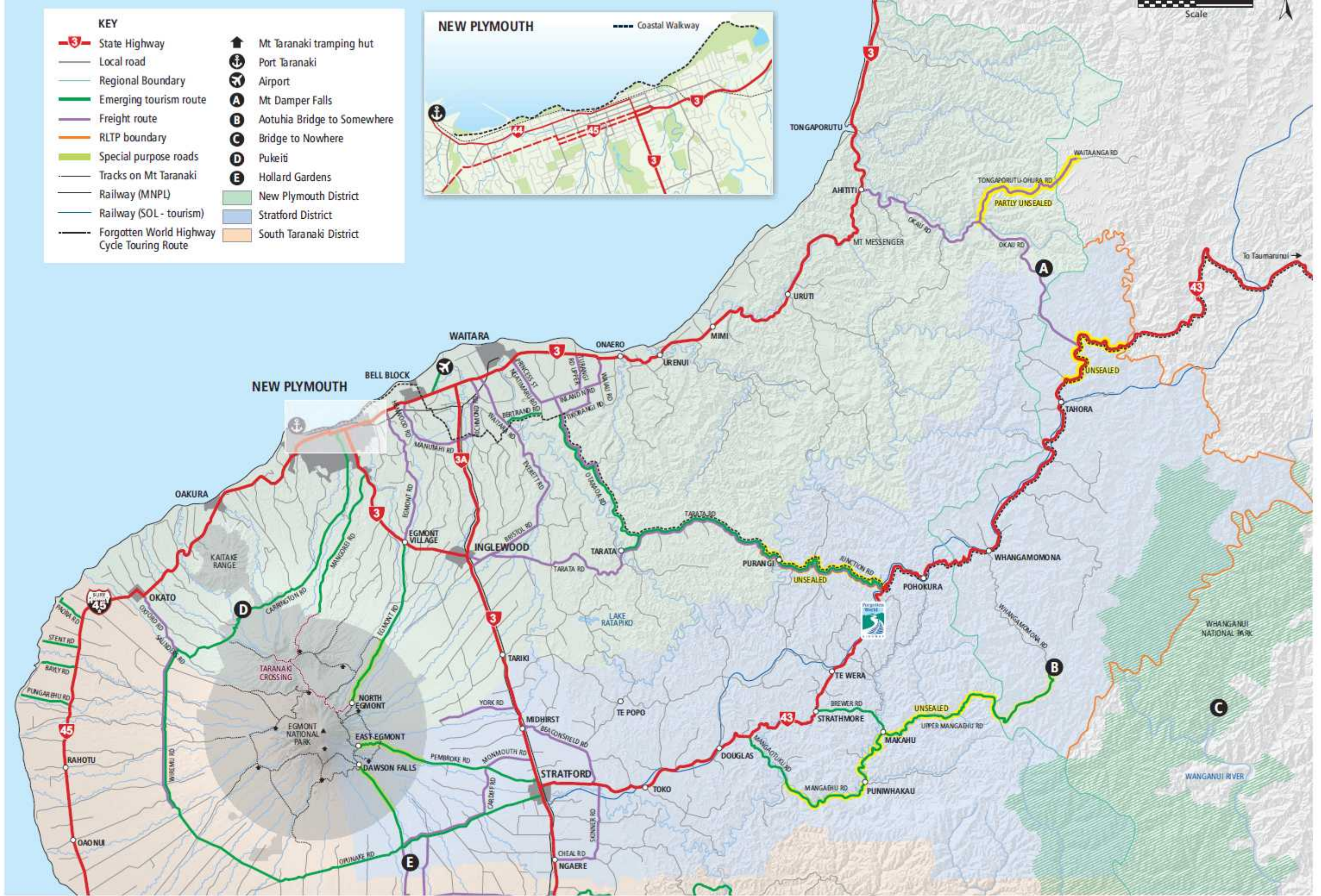
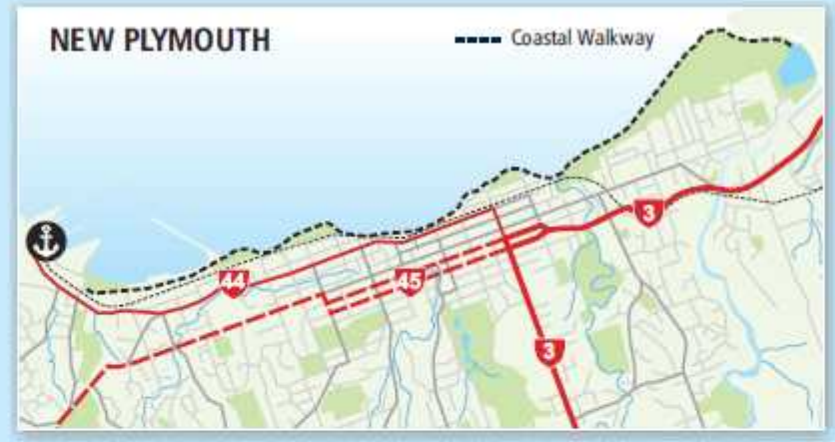
The following two pages show the key regional routes in the region [as identified in November 2017](#), and are subject to changes to traffic patterns.

DRAFT



KEY

	State Highway		Mt Taranaki tramping hut
	Local road		Port Taranaki
	Regional Boundary		Airport
	Emerging tourism route		Mt Damper Falls
	Freight route		Aotuhia Bridge to Somewhere
	RLTP boundary		Bridge to Nowhere
	Special purpose roads		Pukeiti
	Tracks on Mt Taranaki		Hollard Gardens
	Railway (MNPL)		New Plymouth District
	Railway (SOL - tourism)		Stratford District
	Forgotten World Highway Cycle Touring Route		South Taranaki District

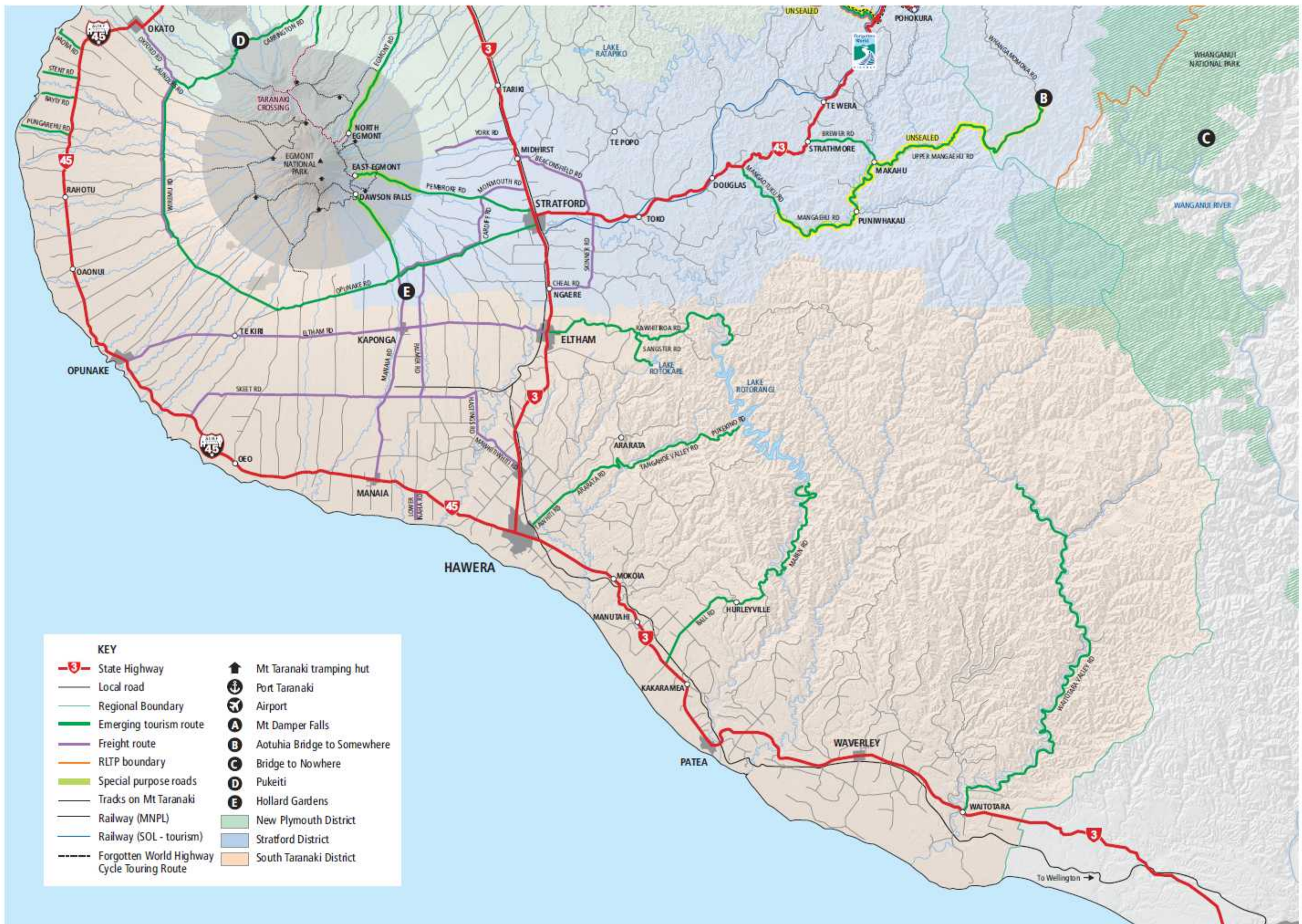


To Taumarunui →

WHANGANUI NATIONAL PARK

WANGANUI RIVER





KEY	
	State Highway
	Local road
	Regional Boundary
	Emerging tourism route
	Freight route
	RLTP boundary
	Special purpose roads
	Tracks on Mt Taranaki
	Railway (MNPL)
	Railway (SOL - tourism)
	Forgotten World Highway Cycle Touring Route
	Mt Taranaki tramping hut
	Port Taranaki
	Airport
	Mt Damper Falls
	Aotuhia Bridge to Somewhere
	Bridge to Nowhere
	Pukeiti
	Hollard Gardens
	New Plymouth District
	Stratford District
	South Taranaki District

Hon Phil Twyford

MP for Te Atatu

Minister of Housing and Urban Development

Minister of Transport



15 FEB 2018

Tena koutou,

As you know, the Government Policy Statement on land transport (GPS) is central to investment decisions across the land transport system. It provides guidance on how over \$3.5 billion of New Zealanders' money is spent through the National Land Transport Fund (NLTF) each year. It also provides signals for spending of a further \$1 billion each year on land transport through local government investment. Through the GPS, the Government ensures that the revenue raised delivers the best possible land transport system (infrastructure and services) to support the needs of New Zealanders and the country's economic growth and productivity.

In November 2017, when I wrote to you, I noted that work was underway to develop a new GPS 2018 and I indicated the new priority areas. We have been very conscious that the GPS is central to your planning, and the impact that investment direction in the GPS may have on your work.

I have asked officials to prepare a draft GPS for my consideration in late February 2018. This will enable engagement to begin in March 2018, for around a month.

This Government's vision for transformation is considerable. Reflecting the scale of that transformation in this GPS was not going to be realistic within the time available. Fully reflecting our vision will be a longer term process that officials need to scope, and this will likely involve engagement with the sector later in the year.

In the meantime, and focussing on GPS 2018, I wanted to share some of the detail of what is likely to be in the engagement draft of this GPS, with the intention that this information will support your planning.

Firstly, we are retaining the current GPS framework – so the structure of the document will look familiar to you. It will continue to have strategic priorities, six objectives, themes, results, reporting, funding levels and activity class information.

Investment priorities will, however, change. From a strategic priority perspective, the GPS proposes investment to achieve a land transport system that:

- *is a safe system, free of death and serious injury* – New Zealand roads, speeds, vehicles and user behaviours are a long way from what is required to achieve our aim of a land transport system that is free of death and serious injury. There needs to be increased efforts across the system to significantly reduce death and serious injury on our roads
- *improves access to move towards more liveable cities and thriving regions* – the GPS focusses on how transport can enhance the well being of people and the environment and significantly shift to providing more investment in public transport, walking and cycling
- *ensures the land transport system enables better environmental outcomes* – we are committed to reducing carbon emissions from transport by substantially increasing the use of lower emission modes, such as walking and cycling,

providing frequent and affordable public transport, and supporting rail and sea freight. Lower emission transport options, like electric vehicles and bio-fuels, encourage efficient network and speed management is also key to this priority area

- *delivers the best possible value for money* - value for money in transport will deliver the right infrastructure and services to the right level at the best cost. This consideration needs to take into account the full range of benefits and costs over the whole of the life of the investments.

The draft GPS will also include themes. The themes include broad issues that support the effective delivery of the strategic priorities and objectives. The themes influence how the results should be delivered to ensure the best transport solutions for New Zealand are achieved. The following themes are likely to be included in the GPS engagement document:

- a mode neutral approach to transport planning and investment decisions
- incorporating technology and innovation into the design and delivery of land transport investment
- integrating land use and transport planning and delivery.

Currently, the funding information, including activity class funding ranges, are under development. I expect the ten activity classes in the current GPS are likely to remain the same. However, I am considering how signals for investment in mass transit can be provided, and a new activity class may be required. Activity class funding ranges are being reprioritised to reflect this Government's priorities for transport and will be included in the draft GPS for engagement.

Following engagement, feedback will be considered and revisions made. In line with the Land Transport Management Act 2003, I intend to consult with the New Zealand Transport Agency Board, before releasing the final GPS before 30 June 2018.

I look forward to hearing your feedback following the release of the draft GPS. I hope these signals help you better understand the direction of GPS 2018 and help inform your planning.

Yours sincerely



Hon Phil Twyford
Minister of Transport

Kathryn Van Gameren

From: Joe Mack on behalf of Basil Chamberlain
Sent: Thursday, 22 February 2018 3:53 PM
To: Fiona Ritson
Subject: FW: An Update from the NZ Transport Agency

Importance: High

Joe Mack

Personal Assistant to CEO and Chair

From: Fergus Gammie [mailto:Fergus.Gammie@nzta.govt.nz]
Sent: Friday, 16 February 2018 2:14 PM
Subject: An Update from the NZ Transport Agency
Importance: High



16 February 2018

Kia ora

Yesterday, the Minister of Transport, Hon. Phil Twyford, wrote to local government providing more information on the Government's investment priorities and an update on the development of the draft GPS 2018.

As the Minister signalled in his letter, his intention is for engagement on the draft GPS to commence in early March for around a month. The Minister further signalled that funding information including activity class funding ranges is currently under development.

The GPS sets out the government's priorities for expenditure from the National Land Transport Fund during the next 10 years. It provides the framework for the Transport Agency to allocate funds between the various activities.

The Transport Agency is committed to working alongside local government to enable you to achieve the outcomes you want for your communities and economies. Providing the feedback on the GPS is a good way to have the interests of your community heard and I encourage you to take that opportunity.

I wanted to take this opportunity to update you on how the Transport Agency will support your organisation to align your regional plans with the new investment priorities in preparation for the 2018-21 National Land Transport Programme (NLTP).

Shortly after the Minister issues the draft GPS for your feedback, the Transport Agency will provide you with the updated Investment Assessment Framework (IAF) which is used to assess and prioritise business cases, plans and projects submitted for funding consideration under the NLTP. We will also be providing you with guidance on how to review your Regional Land Transport Plans (RLTPs) in line with the Government's new priorities so that you achieve the outcomes you have planned for your communities.

We are updating the draft State Highway Investment Programme (SHIP) provided to the sector in August 2017 to align with the Government's new investment priorities. Following the Transport Agency Board's consideration in April, a short document summarising the changes to the SHIP including strategic context and GPS alignment will be provided to the sector. The updated SHIP will enable Regional Transport Committees to revise their draft RLTPs, that you have engaged with your communities on, before submission are due on 30 June 2018.

Continuous programmes

Recommendations will be considered by the Transport Agency Board in April for continuous programmes (these are activities relating to maintenance services, passenger transport services and road safety promotions).

Following this, we'll provide you with an indication of likely funding levels to provide certainty for your Long Term Plans.

Please be aware that these final continuous programme bids may need to be reviewed if there are significant changes proposed to the GPS or in your RLTPs. We'll work with you if this happens to ensure a smooth process for late changes.

Revised timeline

As I mentioned in my letter to you of November 2017, we have extended the timeline for RLTPs and NLTPs to provide additional time for your organisation to reflect the Government's new priorities in your planning. You can see the updated timeline on our website.

For more information on the NLTP process, please contact your local Transport Agency contacts that were provided to you by your Director Regional Relationships recently.

We look forward to continuing to work with your teams over the coming months on finalising your RLTPs and developing the NLTP for the next three years.

Regards

Fergus Gammie
Chief Executive
NZ Transport Agency



New Zealand Government

Find the latest transport news, information, and advice on our website:
www.nzta.govt.nz

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Fiona Ritson

From: NZ Transport Agency <nntp=noreply.nzta.govt.nz@cmail20.com> on behalf of NZ Transport Agency <nntp@noreply.nzta.govt.nz>
Sent: Thursday, 1 March 2018 1:52 PM
To: Fiona Ritson
Subject: March NLTP update

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March NLTP update

1 March 2018

On 15 February, the Minister wrote to the sector providing more information on the Government's investment priorities and an update on the development of the draft Government Policy Statement on land transport (GPS) 2018.

The Minister indicated in his letter that the draft GPS is expected to be released in March. As you consider the draft GPS, we will support you by providing an updated Investment Assessment Framework (IAF) and an updated State Highway Investment Proposal (SHIP) soon after the draft GPS is released. Your local Transport Agency team will also continue to provide the necessary support to help you finalise your Regional Land Transport Plans (RLTPs) before submitting them to us on 30 June.

This month our assessors have been moderating your final bids for continuous programmes funding. Moderation is important as it ensures there is a consistent approach to assessment and prioritisation of all bids across the country. The final moderation session for continuous programmes will take place in early March. Your local assessor will have let you know that an assessment summary of your proposal will be available in Transport Investment Online (TIO) by the end of March/early April.

Indicative allocations of funding for continuous programmes will be considered in late April. An assessor will contact you regarding your funding outcomes.

You've asked for more information about continuous programmes moderation so we have prepared some [FAQs](#) to help explain the process.

The final bids may need to be reviewed if there are significant changes proposed to the GPS or in your RLTPs. We will contact you if this happens to let you know what this may mean for your bids and to ensure a smooth process for any late changes.

We look forward to continuing to work closely with you during the coming months to finalise your RLTPs and long term plans and develop the NLTP to deliver a safer, better connected and easy to use transport system. You can view the [timeline of activity](#) and key milestones that lead to the NLTP's adoption on 31 August 2018.

Kind regards

Jenny Chetwynd
General Manager Strategy, Policy and Planning

We're here to help

For more information on the National Land Transport Programme (NLTP) **contact us online.**

Check out our latest planning and investment news on **www.nzta.govt.nz/planning-and-investment**

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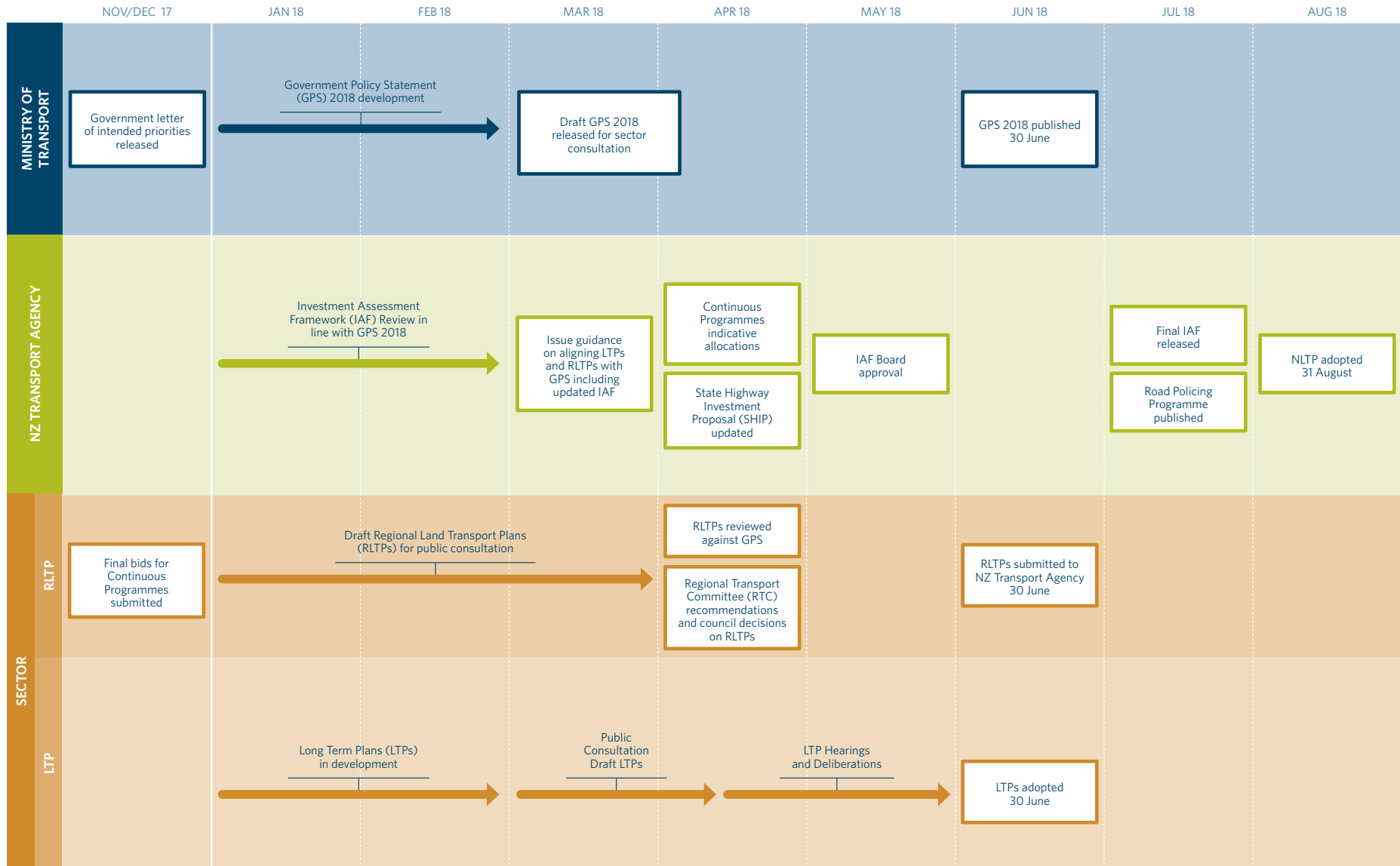
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New Zealand Government

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2018-21 NATIONAL LAND TRANSPORT PROGRAMME KEY DATES (AS AT FEB 2018)



*The current 2015-18 NLTP period has been extended by two months to 31 August 2018 to ensure activities in the current NLTP can continue to be approved.

Continuous programmes proposals moderation process FAQs

1. What is moderation?

Moderation is part of the Transport Agency's step-by-step approach to assessing and prioritising the land transport programmes. These are submitted as proposals (or bids) by approved organisations (AOs) and the Transport Agency for inclusion in the National Land Transport Programme (NLTP). These programmes are made up of both improvement activities and continuous programmes.

2. What are continuous and improvement programmes?

Continuous programmes are core on-going activities relating to road maintenance, public transport services, road safety promotions and the Road Policing Programme. The Transport Agency Board makes indicative and then final investment funding decisions for continuous programmes. For the NLTP 2018–21, the Board meets in late April to make indicative allocations with approved allocations only confirmed when the final NLTP is adopted on 31 August 2018. (See the full timeframe below.)

Improvement programmes are activities that improve the land transport service for customers. This may mean delivering a new service or improving an existing one. Improvements have their own activity classes: state highways, local roads, walking and cycling, public transport and regional improvements.

3. When does the review of final bids and moderation take place?

Expected timeline for continuous programmes moderation for the NLTP 2018–21:

CONTINUOUS PROGRAMME (CP)	WHEN IN 2018	OVERVIEW
All CPs	January	Review of final bids
All CPs	February/March	Moderation of final bids
All CPs	Late March/early April	Assessment summaries in TIO
All CPs – Indicative Allocation Levels NZTA Board decision	Late April	Recommendations approved by the Board
All CPs – Councils notified of Board decision	May	Formally notify councils of indicative allocations
Board adoption of NLTP	31 August	Board approves NLTP
NLTP published	September	NLTP is published – formal notification to councils of final allocations

4. Why does moderation happen?

Moderation brings together Transport Agency staff and other sector representatives from across New Zealand to consider the continuous programmes in an activity class to ensure a balanced and consistent approach to assessment. It's an opportunity for assessors to challenge, ask questions, to understand differences and work through matters that are common to each region such as administration costs relating to a programme and escalation of costs.

In developing the NLTP the Transport Agency must make the best use of funding across all activity classes set out by the GPS.

The 2018–21 GPS is being redrafted by the Ministry to reflect the Government's new transport priorities. When the Minister shares the GPS with local government for feedback, we will provide Councils with guidance on how to align aspects of their regional plans with the new government priorities. Our guidance will include an updated Investment Assessment Framework (IAF) which will be aligned with the redrafted GPS.

5. What is the Investment Assessment Framework (IAF)?

The IAF is used to assess and prioritise business cases, programmes, plans, projects and other activities to be submitted for funding consideration. The IAF can be updated to respond to: the Government Policy Statement on land transport (GPS) reviews, government directives, stakeholder submissions, reviews and updates to the strategic direction in the Transport Agency's Statement of Intent.

6. Who assesses and moderates submitted bids and how?

Transport Agency assessors consider how much the proposed investments might deliver the outcomes specified in the GPS (Results Alignment). They also consider value for money, meaning the benefits of the proposed solution compared to its cost (Cost-Benefit Appraisal). This assessment is based on the information that is available in a business case.

In the early stages of assessment before moderation, assessors focus on the quality of the information which supports the bids for continuous programmes. They identify any gaps that need to be addressed, and provide feedback to the programme owner, to ensure there is robust evidence for the formal investment assessment and allocation steps which follow.

Once final bids are submitted, an investment assessment working group reviews the assessment profiles and prioritises activities. The group ranks the bids according to the IAF and takes regional and Crown funding into account. Moderation also identifies potential conditions of funding, for example resolving outstanding issues from previous audits, which will be recommended to the Board when they consider each proposal.

7. Are there any other assessment criteria?

Continuous programmes are also assessed against the gaps in levels of service they address, particularly road maintenance which will be assessed against the One Network Road Classification (ONRC) criteria. The ONRC divides roads into six categories based on how busy the road is and how it connects to other routes. Through this, Road Controlling Authorities and the Transport Agency compare the state of roads across the country and direct investment where it is needed most.

8. Who is in the working group?

The group is made up of Transport Agency staff and representatives from external groups such as the Ministry of Transport, Transport Special Interest Group and the Road Efficiency Group.

9. How are activities prioritised?

The Transport Agency is guided by the IAF when prioritising each programme and considers a number of factors in the proposal which may include the activity type, the justification behind the proposal, how a programme might address the ONRC, as well as cost and effect. The group then recommends funding allocations to the Transport Agency Board for final approval.

10. How are final decisions reached?

The Transport Agency needs to weigh up and prioritise competing activities and programmes of activities from the funding for each activity class as outlined in the GPS. All work leading up to and at moderation informs these decisions.

For continuous programmes we provide advice on the NLTP investment funding allocation in two stages:

- Indicative allocations – advice is provided for long-term plans several months before the adoption of the NLTP.
- Approved allocation is confirmed and advised to each AO when the NLTP is adopted.

11. How and when are programme owners notified of the final decision?

Our assessors have been providing feedback on bids throughout the process to give AOs an early indication of the quality of proposals before the Transport Agency Board meets in late April. This feedback includes summaries of assessments following moderation which will be entered into TIO late March/early April. At the meeting, the Board will approve indicative allocations of funding for continuous programmes. Following the meeting, we'll notify AOs with indicative allocations. Assessors will advise programme owners of any unexpected funding outcomes.

Final investment funding decisions are only confirmed when the final NLTP is adopted on 31 August 2018 and we'll notify AOs of final allocations at that stage.

12. Can AOs add to continuous programme bids following indicative allocation decisions/ can final bids be changed?

AOs can provide updated information about their continuous programmes to the Transport Agency following the indicative allocations to inform final Board decisions.

Final bids may also need to be reviewed by AOs – for example, if there were changes proposed to the GPS or RLTPs which were significantly different to the Transport Agency's prior assumptions. If this happens, the Transport Agency will contact AOs to give further advice.

Find out more

You can find further information in these documents or [contact us online](#).

- [Investment Assessment Framework decision making](#)
- [Investment Decision Making – Assessment of the Business Case](#)
- [2018–21 NLTP timeline](#)

Provincial Growth Fund

Priorities

The Provincial Growth Fund will lift productivity potential in the provinces. Its priorities are to enhance economic development opportunities, create sustainable jobs, enable Māori to reach their full potential, boost social inclusion and participation, build resilient communities, and help meet New Zealand's climate change targets.

Investment tiers

The Fund has three investment tiers which will deliver these priorities:



Regional projects and capability

Supporting initiatives for economic development, feasibility studies and capability building.



Sector investment (including the One Billion Trees programme)

Investing in initiatives targeted at priority and/or high value economic opportunities.



Enabling infrastructure projects

Investing in regional infrastructure projects that will lift productivity and grow jobs.

Oversight

The Fund will be overseen by a core group of Regional Economic Development Ministers. The group will monitor the Fund's performance and discuss regional opportunities.

To support the Fund's implementation two new groups will be established – a Regional Economic Development Unit in the Ministry of Business, Innovation and Employment, and an Independent Advisory Panel. The Unit will be responsible for

leading the Fund's design, its administration and monitoring its operation in consultation with other government agencies.

The Panel will provide independent advice on sector projects and the balance of the portfolio of investments.

The type of project and scale of investment will determine how funding is approved – whether senior government officials or Ministers.

Criteria for all tiers

Projects will be assessed against criteria organised around four themes:

- Link to Fund and government outcomes – The project should lift the productivity potential of a region or regions, and contribute to other Fund objectives. This includes jobs, community benefits, and improved use of Māori assets, sustainability of natural assets, and mitigating and adapting to climate change.
- Additionality – The project needs to add value by building on what is there already and not duplicating existing efforts. The project also needs to generate clear public benefit.
- Connected to regional stakeholders and frameworks – Projects should fit in with agreed regional priorities and need to be discussed with relevant local stakeholders.
- Governance, risk management and project execution – Projects will need to be supported by good project processes and those involved should have the capacity and capability to deliver the project. Projects need to be sustainable in the longer term beyond the Fund's life.

Surge regions

All provinces are eligible for funding (outside the three main cities). However, these regions have been identified as needing early investment:



How to apply

Projects will be assessed to ensure investment fits with their scale and risk profile. The overall package of investments will be tracked to ensure strategic fit. Individual projects need to support and build on one another.

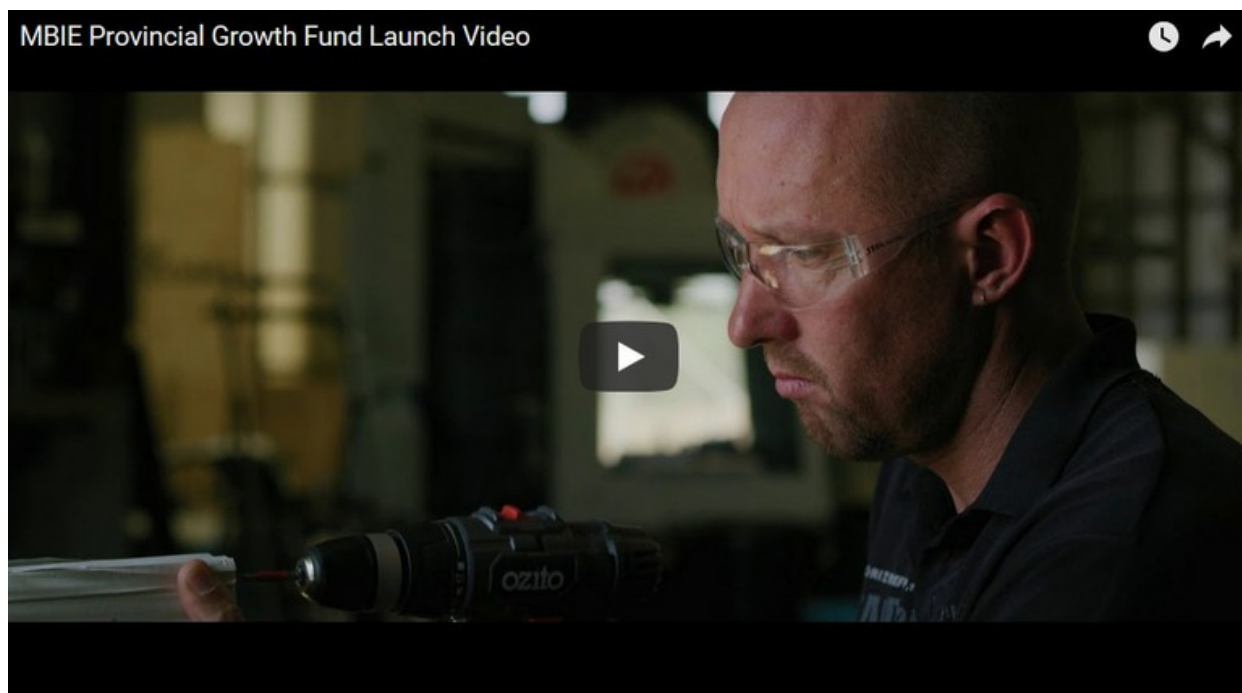
There are no application rounds for the Fund. Go to www.mbie.govt.nz for more information or email PGF@mbie.govt.nz for details on how to apply and what the criteria will be for your application.

Regional economic development

mbie.govt.nz/info-services/sectors-industries/regions-cities/regional-economic-development

The provinces are a key driver of New Zealand's economy and a priority for MBIE. We work to identify potential growth opportunities in the provinces to help increase jobs, income and investments.

Provincial Growth Fund



Through the Provincial Growth Fund, central government has committed to investing \$1 billion per annum over three years in regional economic development.

The Provincial Growth Fund aims to lift productivity potential in the provinces. Its priorities are to enhance economic development opportunities, create sustainable jobs, enable Māori to reach their full potential, boost social inclusion and participation, build resilient communities, and help meet New Zealand's climate change targets.

All provinces are eligible for funding, however, Tairāwhiti/East Coast, Hawke's Bay, Tai Tokerau/Northland, Bay of Plenty, West Coast and Manawatū-Whanganui have been identified for early investment.

The Fund's structure

The Fund has three investment tiers which will deliver these priorities:

1. **Regional projects and capability:** Support of economic development projects, feasibility studies and capability building identified by the regions.
2. **Sector investment (including One Billion Trees programme):** Investment in initiatives targeted at priority and/or high value economic opportunities.

3. **Enabling infrastructure projects:** Investment in regional infrastructure projects that will lift productivity and grow jobs.

Oversight

The Fund will be overseen by a core group of Regional Economic Development Ministers. The Minister's group will monitor the Fund's performance and discuss regional opportunities.

To support the Fund's implementation two new groups will be established – a Regional Economic Development Unit in the Ministry of Business, Innovation and Employment, and an Independent Advisory Panel.

- The Unit will be responsible for leading the Fund's design, its administration and monitoring its operation in consultation with other government agencies.
- The Panel will provide independent advice on sector projects and the balance of the portfolio of investments.

The type of project and scale of investment will determine how funding is approved and who makes those decisions.

The Fund's criteria

Projects will be assessed against criteria organised around four themes:

- Link to Fund and government outcomes – The project should lift the productivity potential of a region or regions, and contribute to other objectives. These include jobs, community benefits, improved use of Māori assets, sustainability of natural assets, and mitigating and adapting to climate change.
- Additionality – The project needs to add value by building on what is there already and not duplicating existing efforts. The project also needs to generate clear public benefit.
- Connected to regional stakeholders and frameworks – Projects must align with regional priorities. They will need to have been discussed and agreed with relevant local stakeholders.
- Governance, risk management and project execution – Projects will need to be supported by good project processes and those involved should have the capacity and capability to deliver the project. Projects need to be sustainable in the longer term beyond the Fund's life.

How to apply

Projects will be assessed to ensure that any investment fits with their scale and risk profile. The overall package of investments will be tracked to ensure strategic fit. Individual projects need to support and build on one another.

There are no application rounds for the Fund. If you have not previously discussed your project with central government officials, you can complete an [Expression of Interest \[PDF 39KB\]](#), which explains what you are proposing to do. If you have a fairly well developed idea that requires under \$1 million of central government funding, you may be ready to

complete an [application form \[PDF 488KB\]](#). Completed Expressions of Interest and applications can be emailed to PGF@mbie.govt.nz. If the project requires over \$1 million of central government funding, please contact us at PGF@mbie.govt.nz to discuss the application process.

Further information

Senior Regional Officials

Senior public servants from various agencies lead government work in each area.

Region	Senior Regional Official
Northland	Ben Dalton, Ministry for Primary Industries
Bay of Plenty	Paul Stocks, Ministry of Business, Innovation and Employment
Waikato	TBC
Gisborne	Ruth Bound, Ministry of Social Development
Hawke's Bay	Carl Crafar, Ministry of Justice
Taranaki	Al Morrison, State Services Commission
Manawatū-Whanganui	Di Grennell, Te Puni Kōkiri
Te Tau Ihu (Top of South)	TBC
Canterbury	Helen Wyn, Department of Internal Affairs
West Coast	Bruce Parkes, Department of Conservation
Southland	Penny Nelson, Ministry for the Environment

Provincial Growth Fund Q & A

Enabling Infrastructure tier questions:

1. How do I apply for funding for my transport project?

You need to contact MBIE via their website at www.mbie.govt.nz or email PGF@mbie.govt.nz

2. How have the rail and road projects been chosen?

The projects that were announced on 23 February were chosen as they were well advanced and investment-ready, and aligned strongly with the PGF's goals and criteria. They give a flavour of the types of road and rail investments that the PGF is well-placed to support.

3. Can my region access both NLTF and PGF funding?

Yes. All provinces are eligible for funding (outside the three main cities), however 'surge' regions (these are regions which have been identified as needing early investment) will be given priority. The surge regions include: Tai Tokerau / Northland, Toi Moana / Bay of Plenty, Tairāwhiti / East Coast, Hawkes Bay, Manawatu / Whanganui and Tai Poutini / West Coast. **Whether a project is funded through the NLTF and/or the PGF – and any local share requirements – will be determined based on criteria that are being developed. [see questions 4 – 6 below for more information.]**

A transport project needs to be included in a Regional Land Transport Plan (RLTP) in order for it to be considered for funding from either the NLTF and/or the PGF.

4. What are the criteria for the PGF to top up local share?

We acknowledge that some local authorities face significant challenges in meeting the local share required for transport projects. The intent is that the PGF can be used to provide a funding source to assist local authorities that are facing significant challenges in meeting local share requirements. Principles and criteria for providing this assistance will be developed and released in the coming weeks.

5. What are the criteria for the PGF to fund transport projects that fall outside the NLTP?

These projects will need to have robust business cases and be fully costed, including outlining the whole-of-life costs. Projects that don't fit within the NLTP will need to meet the Government's criteria and objectives for the PGF, which are focused on the extent to which the project will contribute to a region's economic development and productivity potential, and have benefits including:

- job creation and sustainable economic development
- social inclusion and participation
- Māori development
- climate change and environmental sustainability
- resilience.

NZTA, MOT and where appropriate, the PGF's Independent Advisory Panel, will be called on to provide advice on proposals.

6. What are the criteria for bringing forward projects?

The PGF is about creating a step change in the regions that leads to increased productivity potential. The Government wants to bring forward projects that have been identified for future investment to ensure that regions can unlock opportunities to improve their productivity potential. We will look to identify projects on the basis of their alignment with the objectives of the Fund, the extent to which the project unlocks productivity potential, the extent of local support and the strength of the supporting business cases. In the coming weeks, detailed principles and criteria will be developed and released that will be used to identify and prioritise such projects.

7. A transport project in my region has been turned down for NLTF funding, can I apply for PGF?

Yes. Where projects are not prioritised for NLTF investment, these will be assessed against the PGF criteria, to test alignment with regions' and the Government's priorities for regional economic development. NZTA, MoT and the PGF's Independent Advisory Panel will provide advice on how these projects contribute to the objectives of the PGF and support GPS objectives. More information about the detailed criteria that will be used for this assessment will become available soon.

8. Does my region apply for NLTF first or PGF?

For land transport projects, the projects need to be included in Regional Land Transport Plans (RLTPs) and considered for inclusion in the National Land Transport Programme (NLTP) in the first instance. Any projects which still have a funding gap after NLTP consideration would then be assessed for full or partial funding against the criteria for the Provincial Growth Fund.

9. My regional transport plan is currently being consulted on, or has been finalised. Are we still able to seek PGF support?

Once your regional land transport plan (RLTP) has been submitted, the programme will be assessed for inclusion in the NLTP. RLTPs can be varied at any time to include new emerging land transport projects which may also be seeking PGF funding.

10. How do I link into my regional transport committee?

All local councils and the Transport Agency have representation on a Regional Transport Committee. You can contact your local council for contact details for land transport and the RTC.

11. When is the GPS being released?

The Minister of Transport will release a draft GPS 2018 for public engagement in March. The final GPS 2018 will be released by July 2018.

12. Does a project have to be in the RLTP to be considered?

Yes, as per the Land Transport Management Act 2003 (S16 2c) a regional land transport plan must include all regional significant expenditure on land transport activities to be funded from sources other than the national land transport fund during the 6 financial years from the start of the regional land transport plan.

13. Can rail be funded through the PGF?

Yes. We are interested in investing in rail where projects will deliver economic, social and environmental benefits for communities. The Government is focused on building

a transport system that reduces congestion, improves safety, reduces carbon emissions and enables regional economic development.

14. Will the PGF support tourism and freight projects?

Yes, as outlined in the initial announcements, we anticipate that the PGF will be able to support a wide variety of projects across different industries.

A number of large scale industry projects may have transport requirements (e.g. a large new commercial venture which requires new roading to be built). In these cases, the Independent Advisory Panel will consider the project as a total package, and where necessary, will draw from advice from agencies such as the NZTA.

15. Will the PGF support resilience projects?

Proposals to improve infrastructure will be eligible for funding under the Enabling Infrastructure project tier of the Fund. These projects will need to demonstrate how they will lift the region's productivity potential.

16. Can cycling and walking be funded through the PGF?

Projects that are able to demonstrate that they meet the criteria of the PGF will be eligible for funding.

17. Why is the government spending money on catch up maintenance?

To ensure we have a modern and agile transport system we need invest in new developments and ensure that existing infrastructure is fit-for-purpose. To overcome the legacy of delayed maintenance we have committed to undertake the work necessary to ensure that we have a rail network that is resilient and enables regional economic development.

18. Will business cases be required?

Yes all land transport projects, regardless of the funding source, require the NZTA business case approach to be applied. This is a fit for purpose process which ensures effective proposals are developed by identifying the problem or opportunity, and then developing options and selecting the preferred option.

19. Can I link with other regions on cross regional transport projects?

Yes some projects may cover infrastructure or services located in more than one region. All cross regional transport projects will require inclusion in all relevant RLTPs, as is the case with existing projects. Early engagement with all relevant councils and RTCs is recommended.

20. How will my project be assessed?

All transport projects will be subject to assessment by the New Zealand Transport Agency (NZTA), as is current practice. This is intended to ensure that integrated regional transport planning continues to take place, and that transport projects are subject to consistent assessment.

Where projects are not prioritised for NLTF investment, these will be assessed against the PGF criteria, to test alignment with regions' and the Government's priorities for regional economic development. NZTA, MoT and where appropriate, the PGF's Independent Advisory Panel, will provide advice to Ministers on how these projects contribute to the objectives of the PGF and support GPS objectives.

21. Who do I talk to if I have more questions?

To find out more about the criteria and other information, please contact MBIE via their website: www.mbie.govt.nz or email PGF@mbie.govt.nz

Agenda Memorandum

Date 21 March 2018



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

Subject: NZ Transport Agency Report

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

Document: 2019660

Purpose

The purpose of this item is to provide an opportunity for NZ Transport Agency representatives to update Members on Agency activities, including state highway projects of significance to the region.

Recommendation

That the Taranaki Regional Council:

1. receives and notes the Regional Report from the NZ Transport Agency dated 21 March 2018.

Background

Attached to this memorandum is the Quarterly Report from the NZ Transport Agency to the Taranaki Regional Transport committee, dated 21 March 2018.

Parekawhia McLean (Director Regional Relationships, Central North Island) will speak to this agenda item, supported by other NZ Transport Agency staff as appropriate.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 2019314: NZTA Regional Report to RTC - March 2018

Transport Agency Quarterly Report to Taranaki Regional Transport Committee

21 March 2018

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1. NATIONAL LAND TRANSPORT PROGRAMME

On 15 February 2018, the Minister of Transport wrote to local government to provide more information on the Government's investment priorities for land transport. The letter also outlined the plan for engagement with local government on the draft Government Policy Statement (GPS). Engagement is expected to begin in March, for approximately a month.

Over the next few months, we will be processing bids for improvement work programmes. It's important your business cases and assessments are developed to align with the new draft 2018-21 GPS and the Investment Assessment Framework (IAF). We are continuing to moderate final bids for continuous programmes.

The current 2015-18 National Land Transport Programme (NLTP) has been extended to 31 August 2018, so activities can continue to be approved and we will keep you up to date with any specific instructions in due course.

When the draft GPS is released, we'll give you more information on improvements and guide you on how to adapt your Long Term Plan and Regional Land Transport Plans (RLTP) – aiming to have all RLTPs reviewed and submitted by 30 June 2018.

2. PROVINCIAL GROWTH FUND

Prime Minister Jacinda Ardern and Regional Economic Development Minister Shane Jones announced the \$1 Billion per annum Provincial Growth Fund (PGF) on 23 February 2018.

The PGF will focus on growing regional economies, improving social outcomes and environmental sustainability. The PGF will invest in enabling infrastructure projects that will lift productivity and grow jobs.

The Minister has announced PGF funding for two transport projects: the upgrade of an intersection on State Highway 10 at Waipapa in the Bay of Islands, to improve safety and traffic efficiency; and a range of roading/ pedestrian improvements to redevelop Gisborne's Inner Harbour, part of a wider regional tourism investment programme.

The Minister also announced the development of an Upper North Island Supply Chain Strategy that will comprise a logistics and freight review, including the long-term future of ports in the Upper North Island and investment in rail, roads and other supporting infrastructure.

The details of how the PGF and National Land Transport Programme will work together to invest in transport will be clarified in the coming months as the Government Policy Statement is finalised and the PGF criteria confirmed.

More information about the PGF can be found on the Ministry of Business, Innovation and Employment website

<http://www.mbie.govt.nz/info-services/sectors-industries/regions-cities/regional-economic-development>

3. BETTER PARTNERSHIP WITH COUNCILS

The *Local Government and the Transport Agency – working together* booklet has recently been released to assist councils to get the most out of their partnership with the Transport Agency.

Council leaders have been sent a link from Parekawhia McLean which will take them to a private webpage with details of key contacts relevant to their local area. Providing the contacts as an online link means the Transport Agency will be able to regularly review and update these details. Please ensure you save this link as it is unique to your council and not available online.

4. SPEED CAMPAIGN LAUNCH

A new speed advertising campaign has been launched to tackle speeding drivers – particularly competent males between the ages of 35 and 60-years-old. These drivers make up a large portion of people who are regularly driving too fast for the conditions. They pose a risk to themselves and others.

The campaign reminds them police enforce speed limits to help reduce harm on our roads. This is opposed to the views ‘enforcement is about tickets and fines’ or ‘they need to focus on the bad drivers who cause the crashes’.

5. NEW CYCLING EDUCATION SYSTEM

The Transport Agency has partnered with Accident Compensation Corporation (ACC) and local government to develop a consistent national cycling education system to support improved cycle safety, health, education and sport.

The new system helps build rider confidence and knowledge, from learning to ride a bike through to on-road riding.

The transition phase of the project is now underway, and there is a planned investment of \$24 million over the next four years.

6. BOOST FOR ROAD SAFETY

Work has started this month on the Government's new \$22.5 million programme of low-cost safety improvements to make sections of 30 regional state highways safer.

Roads in Northland, Taranaki, Manawatu-Wanganui, Canterbury, Otago and Southland are being upgraded with rumble strips and better signs. Safety barriers are also being installed on some roads.

While traffic volumes are lower on these roads, the risks for people travelling on them are real and many deaths and serious injuries can be avoided by making some relatively simple, but effective, improvements.

People living in areas where improvements are planned have been sent fliers advising them of the work which started in mid-February 2018.

7. HOW WE CAN REDUCE THE ROAD TOLL

Every death on our roads is a tragedy and the Transport Agency is committed, along with the Government and other agencies, to bringing the road toll down.

The reasons behind road toll trends are complex and subject to ongoing research. We do, however, understand the main risk factors and interventions that are proven to reduce them. These include infrastructure improvements, speed management, safer vehicles and reducing risky behaviour (alcohol and drugs, failure to wear seatbelts).

Unfortunately there are no silver bullets or quick fixes. Achieving long-term further reductions in deaths and serious injuries requires significant and sustained investment on many fronts to achieve the Safer Journeys vision of a safe road system increasingly free of death and serious injury.

Many road safety initiatives under the Safer Journeys Action Plan 2016-2020 are still in the planning stages or are underway but have yet to achieve their full benefits. These include actions to address unsafe speeds, high risk rural roads and motorcycle safety and increase the uptake of safer vehicles and new safety technologies.

8. TARANAKI HIGHWAY PROJECTS

Area Wide Pavement Treatment and Resurfacing Programme

- The reseal programme has been confirmed, all pre-seal repairs are completed and the summer reseal programme is underway.

Awakino Gorge to Mount Messenger

- Work is progressing on the three projects that make up the State Highway 3 [Awakino Gorge to Mt Messenger Programme](#).
- The Resource Management Act application for the Mt Messenger Bypass was notified by New Plymouth District Council and Taranaki Regional Council in January 2018, submissions closed on 27 February 2018.
- There were approximately 1,150 submissions, with 15 in opposition. Hearing dates have been confirmed for May 2018.
- In parallel, Safe Roads are continuing to work on design activities and property acquisition, with a view to start construction in late 2018.

- Development of the Awakino tunnel bypass is ongoing, following approval of the Detailed Business Case and ongoing discussions with the preferred tenderer for the Design and Construct contract.
- Delivery of Stage Two of the safety and resilience improvements (notably passing lanes) along State Highway 3 is ongoing.

Boys High

- The site was originally scheduled as a thin asphalt resurfacing site, however we are reviewing the requirements of the site and may change the design to a structural asphalt section. Due to the redesign the work may need to be deferred until the 2019 construction season.

Courtney Street (SH45)

- Asphaltting work on Courtney Street is imminent. This work will be undertaken at night as this is predominantly a commercial zone.

Dawson Street (SH44)

- This section has exhibited premature failure and will need to be programmed for the 2019 construction season.
- Downer will be undertaking remedial repairs to mitigate the effect of vibration and roughness to customers in the vicinity.

Forgotten Highway (SH43)

- We have looked into options for sealing the unsealed section of State Highway 43 in the past. Relatively low traffic volumes did not make the seal extension project viable at that point. However being mindful of the signals around regional economic development, the focus on tourism, as well as the strong signals in Tapuae Roa: Make Way Taranaki for having this section sealed, we will be advancing improvement works as quickly as possible.

- A Strategic Business Case has been completed for this work and is being reviewed by the Strategy Policy and Planning team. Once reviewed, a single phase business case will be put forward for funding.

Mangamahoe Culvert

- The work already undertaken includes a temporary fix to lengthen the culvert, as well as road works to provide two traffic lanes, to ensure two-way traffic can be maintained while we work to replace the culvert.
- We're currently working through options for a resilient and permanent replacement of the culvert and will provide details on the replacement and timeframes in due course.

Minor Improvements Programme 2017/2018

Highlights this quarter include:

- SH44 Pedestrian Links to City Walkway (Elliot to Liardet Street) – Pedestrian surveys have narrowed down the crossing location and type. Effected stakeholders will be contacted once the location and design is confirmed.
- SH45 Oakura Western End Pedestrian Facility – Potential layout of a facility will be discussed with the New Plymouth District Council (NPDC) and other stakeholders once layout designs are completed.
- SH3 Dudley Road – Final design progressing. Physical works could begin next year as part of 2018-19 Minor Safety Programme or the Safe Roads: Hawera to New Plymouth project.
- SH45 Belt Road to Belair Ave Cycling and Walking Improvements - Design completed and working closely with NPDC to complete the work.

Additionally, two crash reduction studies in the region are underway to identify and programme works on State H3 Maxwell to Hawera and SH3 Waitara to the bottom of the Mt Messenger realignment. Issues identified will be remedied in subsequent minor improvement programmes. It is likely any 'quick wins' identified will be remedied this financial year if funding allows.

Moturoa Safety Improvements (SH44)

- The Transport Agency is working closely with the New Plymouth District Council and key stakeholders.
- A preferred option has been selected and will be consulted on shortly.
- The preferred option is for a half-roundabout at the intersection and the pedestrian crossing being signalised.
- The number of improvements and cost has increased during the process so delivery may take longer than one year, with the improvements that have the biggest impact being completed first.

New Plymouth to Hawera

- Safety evidence gathering is largely complete but further work is required around efficiency and community amenity.
- Workshop One was held on 12 February 2018. The workshop provided excellent insight into stakeholders' experiences along the route.
- Public engagement is planned for April 2018. Following this, the Safe Roads team will complete the long list of options and begin preparing the shortlist of options ready for Workshop Two programmed for late May 2018.

Normanby Bridge Realignment (Memorial Park Opening)

- On 13 January 2018 the final stage of the State Highway 3 Normanby Bridge Realignment project was officially opened.
- The Memorial Park design came to life after the project team's close consultation with local iwi and Araukuuku Hapu.
- Completion of Memorial Park provides a good recreational area for Normanby residents.
- The whole project has improved the old state highway with a new three lane safe road alignment, a new railway bridge as well as a recreational area, drainage and signage throughout the route.



Reinstatement works following June 2015 Severe Weather Event

- Reinstatement works on State Highway 43 sites continue to be progressed. Two sites are approaching completion in March 2018 and the remaining two sites are due for completion in April 2018.
- Sites completed in 2017 have now had their second coat seal and have been returned to the regular maintenance routine.
- Strathmore Saddle Sites 1 and 2 – earthworks are complete and road preparation is underway, sealing is expected to be completed by mid-March 2018.
- Site 9A, Roto Road – nearly complete, just awaiting road marking
- Site 11, Te Maire Underslip – consents have been granted and physical work underway with an expected completion date of April 2018.
- Site 10, West Otunui Underslip – with council for consent. Contractor currently pricing to ensure works can begin as soon as consent is granted.
- Manawapou on SH3 has developed some minor cracking issues within the pavement due to settlement of the site. Remedial sealing work has been programmed to repair this.

Resealing Programme

- This year's programme (including rework) is on schedule and will be completed by the end of March 2018 weather permitting.

Vickers to Smart

- The final section of State Highway 3 at the northern end of New Plymouth is due to be resurfaced in April 2018. This section from Smart Road through to Vickers Road entails resurfacing all four lanes, using asphaltic concrete, including the intersection at Smart Road.
- This section had previously been deferred until the Vickers to City capital scheme had been completed.
- The work is expected to take approximately three weeks to complete and will be predominantly undertaken at night to minimise delays.

Waitara to Bell Block

The original intention was to deliver a Detailed Business Case for the whole corridor however; as the project has progressed components within each section have raised challenges meaning a staged delivery is now likely as well as a revised project timeline.

Waitara to SH3/3A section:

- We continue to refine the options in consideration of the stakeholder and community feedback received.
- The Detailed Business Case will be completed in July 2018.
- Target dates for completion have been extended to the first half of 2019.

Bell Block to SH3/3A intersection

- As a result of the growing pressures around Airport Drive, De Havilland Drive and the SH3/3A intersection we have focused our attention here and are working towards a solution that integrates with the needs of New Plymouth District Council (NPDC), the Airport, local businesses and the community.
- Roundabout options at SH3/3A intersection and SH3/Airport Drive and De Havilland Drive have been discussed in detail with neighbours and we are on target to deliver this component by mid-2018, if we can bring this date forward we will.
- With respect to the section of State Highway 3 closer to Henwood intersection, the strategic traffic model has indicated we need to consider the wider network, including Smart Road, before a long term solution can be promoted. We are working with NPDC and intend to report back to you at the next Regional Transport Committee meeting.

Agenda Memorandum

Date 21 March 2018



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

**Subject: Stock truck effluent disposal sites
update**

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

Document: 2017553

Purpose

The purpose of this item is to update the Committee on the in-transit stock truck effluent disposal sites north of New Plymouth, and to seek support from the Committee in advocating for new sites to be built.

Executive Summary

The stock truck effluent disposal site operated by New Plymouth District Council (NPDC) at Ahititi is facing operational difficulties, partly due to overloading. This item outlines the background to the site and potential opportunity to build a replacement site presented by the construction works being undertaken in this area in the near future – particularly through the State Highway 3 (SH3) Awakino Gorge to Mt Messenger (AG2MM) Programme.

Support has been reiterated for Waikato Regional Transport Committee prioritising the building of a site north of Piopio on SH3 that would complement the north Taranaki site and help alleviate the issues being compounded by high usage. Support is sought from the Committee to advocate for the NZ Transport Agency to consider the opportunities created by the impending construction phases of the AG2MM works to encompass the possibility of building a new disposal site – likely a replacement site on the northern side of Mt Messenger (south of the existing site at Ahititi which is no longer fit for purpose).

Recommendations

That the Taranaki Regional Council:

1. receives the memorandum, Stock truck effluent disposal sites update
2. agrees to the need for a replacement site in the Mt Messenger vicinity being referred to the NZ Transport Agency for consideration within their SH3 Awakino Gorge to Mt Messenger Programme of works
3. notes the letter sent to the Waikato Regional Transport Committee reiterating support for the prioritising of a stock truck effluent disposal site being constructed on SH3 near Piopio.

Background

The Committee may recall that there are three in-transit disposal sites for stock truck effluent currently in operation in Taranaki: a site on SH3 near Waverley (operated by South Taranaki District Council); a site just off SH43 at the Stratford Saleyards (operated by Stratford District Council); and a site on SH3 at Ahititi on the northern side of Mt Messenger (operated by NPDC).

While the Waverley and Stratford sites are operating well at present, the Ahititi site has been experiencing operational issues for some time, in part due to higher use than it was designed for (when built in 2004).

Ahititi disposal site

Short and long-term solutions are being investigated by NPDC for the SH3 Ahititi site, which is a three-pond treatment and discharge to water facility. Recent usage data shows that the facility is well used and needed. However, the current site is very constrained in terms of options for upgrading, so at this stage only basic maintenance is being undertaken in order to keep the site operational until further decisions are made.

The Regional Transport Advisory Group (RTAG) have discussed this matter at recent meetings, particularly the potential to create a replacement site on the northern side of Mt Messenger (south of the existing site) in conjunction with other works being undertaken in this area through the AG2MM programme. While this matter has been specifically raised with members of the Mt Messenger Bypass team, both at State Highway 3 Working Party meetings and on other occasions, it needs to gain greater traction in order for this opportunity not to be missed.

While the creation of a disposal site is outside the scope of the AG2MM Programme itself, synergies exist in terms of construction machinery being onsite in this remote area, and the nature of works being undertaken. For example, land acquisition undertaken may be suitable for effluent disposal to land, or sediment ponds created during the construction works may be suitable for conversion to effluent treatment ponds. The RTAG agreed at their meeting of 21 February 2018 to elevate this matter to the Committee, requesting they send a formal letter to the NZ Transport Agency for considering this opportunity. If construction of a new disposal site is unable to be incorporated into the Mt Messenger Bypass works, then it should be considered as part of the Safe Roads Alliance (SH3 Corridor Improvements projects), or could be actioned through a variation to the Network Outcomes Contract (maintenance contract) for the corridor.

There is no expectation that the costs of building a replacement disposal site would be covered within these other improvement works, simply that opportunities exist for the works to be considered in parallel and integrated into the overall work programme, thereby reducing costs for both parties. Only access to a disposal site is funded entirely by the NZ Transport Agency, the rest will be funded at NPDC's Financial Assistance Rate.

Proposed disposal site north of Piopio

The issues with the Ahititi site are exacerbated by there being no corresponding disposal site in Waikato on SH3. The original intention was that there would be a nationwide network of sites that complemented each other, though this has been slow to be realised outside of Taranaki. The Ahititi and Waverley sites were installed on the understanding that additional sites would be developed in neighbouring regions (to reduce the pressure on these sites from

transport operators travelling between regions), however this has been slow to happen. It is acknowledged that there can be significant difficulties in identifying appropriate locations for these disposal sites due to landowner, safety, effluent disposal and funding issues.

In recent years, Waikato Regional Council have been actively working to get sites established throughout their region, as guided by the *Waikato Regional Stock Truck Effluent Strategy* and associated detailed business case (the latter having recently been approved by the NZ Transport Agency). They are currently investigating five new sites throughout the region, with the proposal being to install three of these in 2018. A proposed 'disposal to tank' facility near 8-Mile Junction (on SH3 north of Piopio) is one of the contenders for development in the 2018 year.

Consequently correspondence (attached for Members information) has been sent to the Waikato Regional Transport Committee offering strong support for their efforts to establish more disposal sites, and specific support/request to prioritise the establishment of the proposed site north of Piopio with urgency.

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*.

Iwi considerations

This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 2022709: Stock truck effluent disposal sites in Waikato



15 March 2018
Document: 2022709

Mr Hugh Vercoe
Chair Regional Transport Committee
Waikato Regional Council
Via email to Hugh.Vercoe@waikatoregion.govt.nz

Dear Hugh

Stock truck effluent disposal sites in Waikato

We wish to congratulate Waikato on its active efforts in recent years to establish a network of stock truck effluent disposal sites throughout your region, as guided by the *Waikato Regional Stock Truck Effluent Strategy*. We strongly support your efforts to establish more disposal sites, with these contributing to the long-standing intent of a nationwide network of sites that complement each other.

We understand that five potential new sites throughout the Waikato are currently being investigated, with the proposal being to install three of these in 2018, which is encouraging progress. We further understand that a proposed 'disposal to tank' facility near 8-Mile Junction, currently scoped as being on SH3 north of Piopio, is one of the contenders for development in the 2018 year, which is great news.

We wish to take the opportunity to note our specific support for prioritising the building of a disposal site on the northern side of our strategic inter-regional corridor, SH3. For our part, Taranaki has had a site in place at Ahititi just north of Mt Messenger since 2004. Unfortunately, that site is facing ongoing operational issues (for which short and long-term options are under investigation), which are exacerbated by there being no corresponding disposal site in Waikato on SH3. The sites on SH3 at Ahititi (north Taranaki) and Waverley (south Taranaki) were installed on the understanding that additional sites would be developed in neighbouring regions (to reduce the pressure on these sites from transport operators travelling between regions), however this has been slow to happen. We acknowledge that there can be significant difficulties in identifying appropriate locations for these disposal sites due to landowner, safety, effluent disposal and funding issues.

We reiterate our support for all the efforts being undertaken to establish more disposal sites throughout the Waikato Region, and strongly support prioritising the building of a site north of our border (currently scoped as north of Piopio on SH3), which would complement the north Taranaki site and help alleviate over-loading pressures.

We're hopeful that such a site would be a strong contender for being funded this year.

Yours faithfully



Cr Craig Williamson
Chair Taranaki Regional Transport Committee

Cc: Vaughan Payne, Chief Executive, Waikato Regional Council,
via Vaughn.Payne@waikatoregion.govt.nz

Bill McMaster, Acting Manager, Integration and Infrastructure, Science and Strategy,
Waikato Regional Council, via Bill.McMaster@waikatoregion.govt.nz

Agenda Memorandum

Date 21 March 2018



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

**Subject: Passenger transport operational update
for the quarter ending 31 December 2017**

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

Document: 2021612

Purpose

The purpose of this memorandum is to provide members with an operational report of the public transport services as at 31 December 2017.

Recommendation

That the Taranaki Regional Council:

1. receives and notes the operational report of the public transport services for the quarter ending 31 December 2017.

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 121,980, an increase of 2.5% from the 118,976 recorded in the same period in 2016/2017. Compared to 2016/2017 patronage gains were recorded in Access 12%, Tertiary 9% and Seniors/SuperGold 8%. Transfers were up 38% due to the creation of the central transfer point at the Waitara War Memorial Hall to manage students using the North Taranaki school services from Lepperton, Tikorangi and Urenui. Patronage was down in the WITT (10%), Child/Student (3%) and Beneficiary (3%) categories. There was no change in Adult patronage.

Figure 1 shows the total monthly patronage recorded during the second quarter for the two previous financial years and 2017/2018.

Figure 1: Citylink patronage comparison second quarter 2015/2016, 2016/2017 and 2017/2018

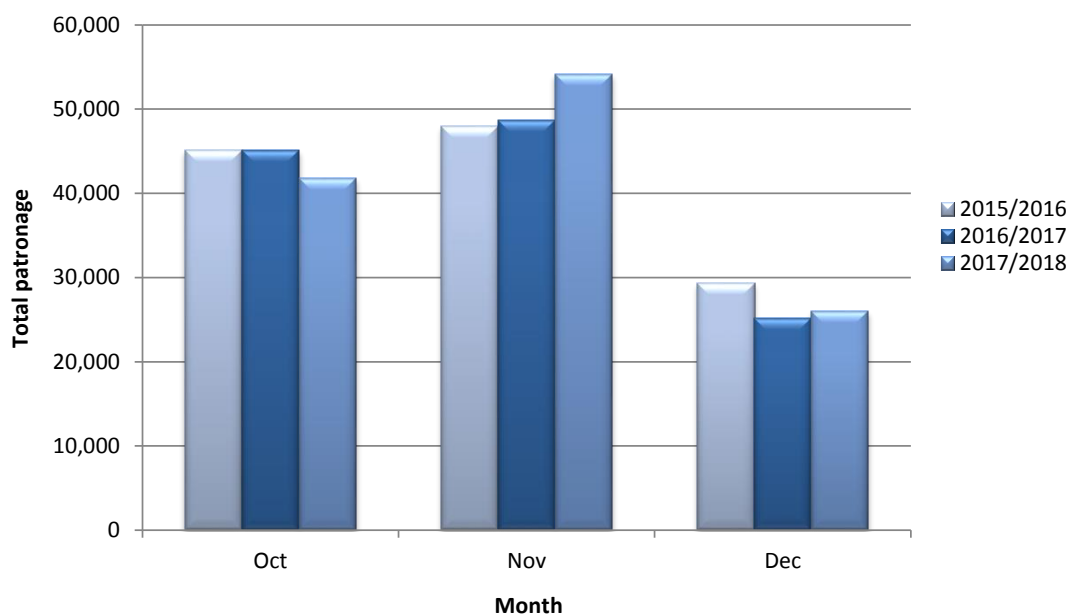


Table 1 shows the year to date trips per capita.

Table 1: Citylink 2017/2018 YTD trips per capita

Period	Passenger trips	Trips per capita YTD
2017/2018	288,524	5.0
2016/2017	270,139	4.7

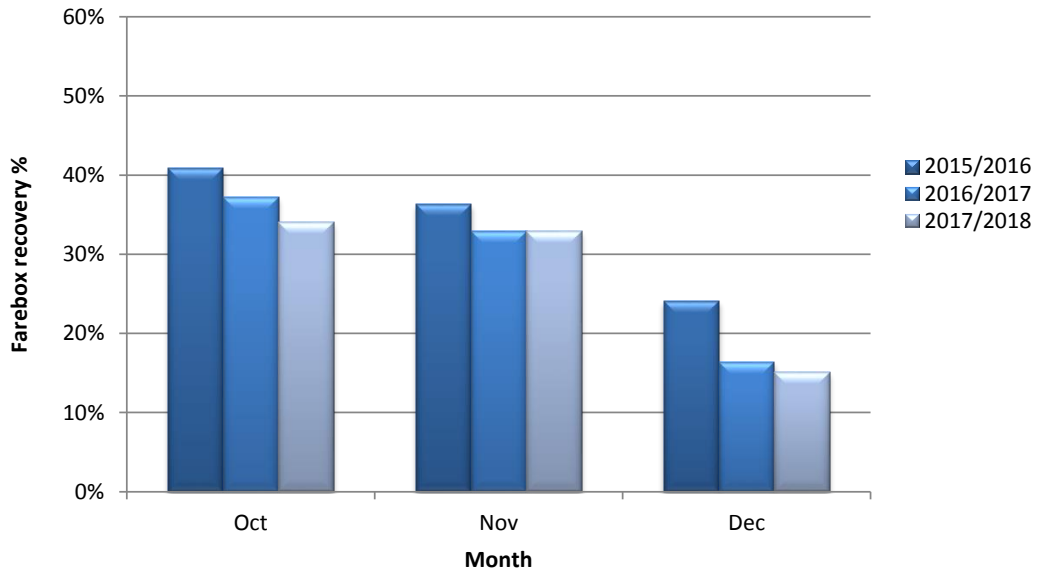
Analysis of the increase in patronage between the second quarter of 2016/2017 and 2017/2018 has found the following:

- patronage increased from Waitara 24.8% and Bell Block 14.5% and decreased from Oakura (10.4%) and New Plymouth (1.9%).
- off-peak patronage was up 16% while peak patronage was down (2%).

Farebox recovery for the quarter was 30% compared to 32% achieved in the same quarter 2016/2017.

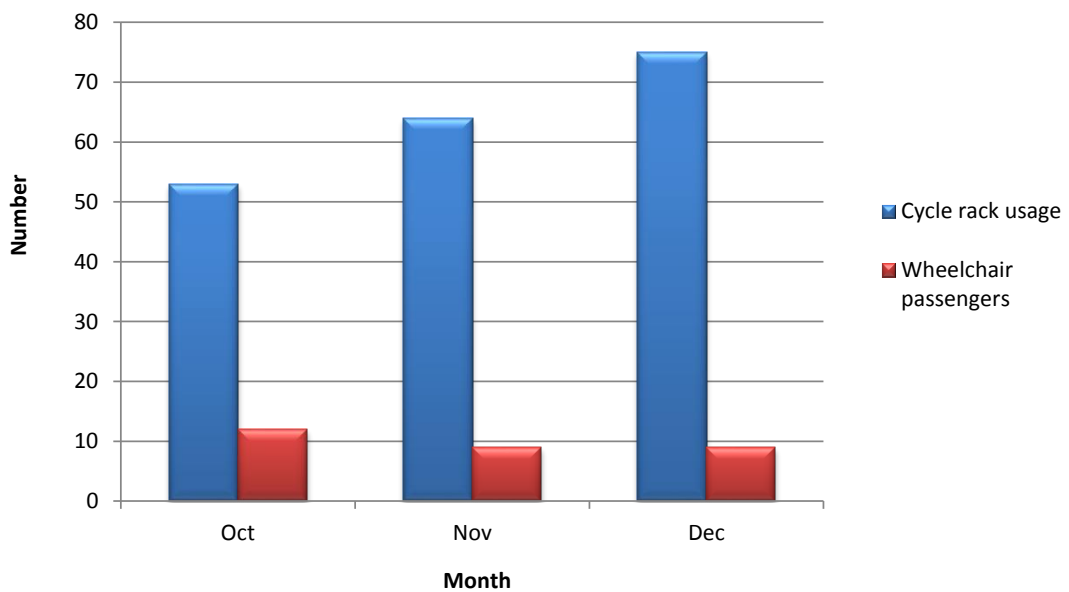
Figure 2 shows farebox recovery between 2015/2016, 2016/2017 and 2017/2018.

Figure 2: Citylink farebox recovery second quarter 2015/2016, 2016/2017 and 2017/2018



Bike rack usage decreased (15%) in the second quarter, with 192 users recorded compared to 226 in 2016/2017. Wheelchair patronage was down (35%) with 30 wheelchair trips recorded compared to 46 in the same quarter 2016/2017. Monthly usage for both is shown in Figure 3.

Figure 3: Citylink 2017/2018 cycle rack usage and wheelchair passengers



December Saturday services

Extended Saturday services were implemented on the four Saturdays leading up to Christmas (2, 9, 16, and 23 December) as part of promoting Citylink services. This provides an opportunity for both regular and new users to avoid Christmas traffic hassles and take the bus. Instead of the usual one bus, five buses were in service and operated the usual weekday off-peak services. The results are shown in Table 2

Table 2: Citylink promotional Saturday service results

Saturday services	Total
2 December	114
9 December	202
16 December	162
23 December	210
Total	688

The results compare favourably with a standard Saturday with an average patronage of 67 users. However, the total cost of the Saturday services was \$6,758 compared to what would have been the December Saturday cost of \$863.10. Revenue was approximately \$1,500. Overall, there was a high cost with low revenue return.

Southlink services

For ease of reporting the Southlink service's YTD patronage data is shown in Table 3.

Table 3: Southlink passenger and financial performance as at 31 December 2017

Service	Passenger trips YTD	Farebox recovery rate YTD
Waverley-Patea-Hawera	639	32.7%
Opunake-Hawera (including Manaia-Hawera)	772	14.4%
Opunake-New Plymouth	439	16.7%

YTD patronage on all of the Southlink services was down compared to 2016/2017. The performance of each service is detailed below.

Waverley-Patea-Hawera patronage was 639, down 78 or (11%). Compared to last year Adult patronage was down 64 or (23%) and SuperGold Card patronage was down 32 or (8%). Farebox was 32.7% compared to 44.2% last year.

Opunake-Hawera (including Manaia-Hawera) patronage was 394, down 166 or (30%). Compared to last year all fare categories were down. Adult patronage was down 78 or (39%), SuperGold Card was down 63 or (21%), Child was down 8 or 53% and Under 5's down 17 or (34%). Farebox recovery was 11% compared to 16% last year.

Patronage for the Opunake-New Plymouth service was 439 down 19 or (4%) compared to 2016/2017. Compared to last year Adult patronage was down 8 or (6%) and SuperGold Card down 27 or (9%). These were offset by Child being up 16 or 80%. Farebox recovery was the same at 15%.

Connector (Hawera to New Plymouth) bus service

Total patronage for the quarter was 6,624. This is up 55 or 1% from the 6,569 passengers recorded in same quarter 2016/2017. Total patronage is 16,042 up 6.9% on the 15,007 in 2016/2017. Farebox recovery for the year is 61% the same as in 2016/17. This figure includes both the District Health Board and Western Institute of Technology in Taranaki funding contributions.

Table 4: Connector patronage and financial performance as at 31 December 2017

Service	Passenger trips	Farebox recovery rate
Hawera to New Plymouth	16,042	61%

Figure 4 shows annual patronage between the two previous financial years and 2017/2018.

Figure 4: Connector patronage YTD 2015/2016, 2016/2017 and 2017/2018

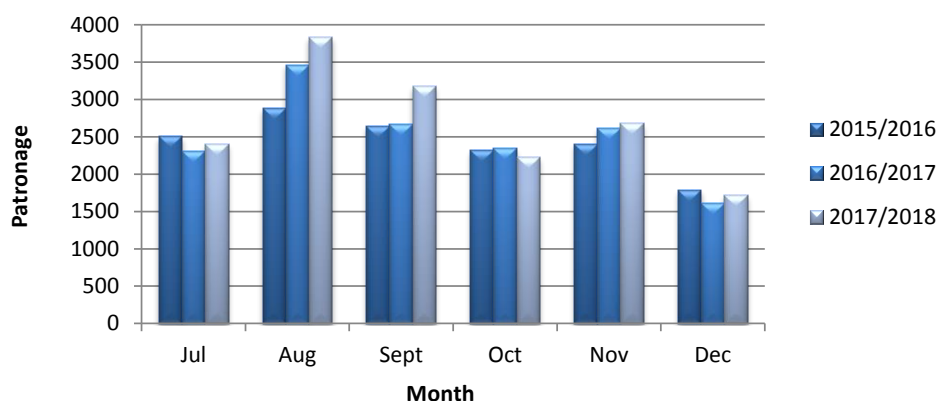


Table 5 shows the 2017/2018 Connector patronage YTD as at 31 December 2017.

Table 5: Percentage of Connector patronage as at 31 December 2017

Fare category	Patronage % YTD
ACCESS	0.7%
Adult	12.5%
Beneficiary	9.1%
Child	1.7%
Seniors	1.2%
SuperGold Card	8.3%
TDHB	11.9%
Tertiary	7.6%
WITT	35%
Training*	11%
Promotion	1%
Total	100%

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

December Saturday services

For the first time a return service was provided (Opunake/Hawera to New Plymouth) on the four Saturday's leading up to Christmas. Again, like Citylink, this was to promote the Connector service and give the residents of coastal, south and central Taranaki the opportunity to travel to New Plymouth during the weekend.

The service departed Opunake at 9am and Hawera at 9.35am with the return service departing New Plymouth at 3pm. This made the service SuperGold Card eligible.

Table 6: Connector promotional Saturday service results

Saturday services	Total
2 December	7
9 December	10
16 December	14
23 December	15
Total	46

The results were disappointing considering extensive promotion of the services were undertaken including print, radio and social media. The cost of the services was \$2,231 with revenue approximately \$350.

Of the thirty passenger trips to New Plymouth, only sixteen passenger trips were recorded making the return from New Plymouth. Seventeen passengers travelled from Hawera, five from Stratford and Inglewood, with one passenger from Opunake, Eltham and Normanby.

An on-bus survey was undertaken over the four weeks the Saturday services were provided which included the weekday passengers. Fifty-nine responses were received although not all passengers answered every question. A summary of the results is provide in table 7.

Table 7: Saturday service results summary

Question	% response	No. of responses
Respondents supporting a Saturday service	91%	57
Respondents who would use a Saturday bus 2-3 times per month	38%	22
Respondents who would use a Saturday bus once a month	10%	6
Respondents who would use a Saturday bus sometimes	36%	21
Respondents that supported the departure time (9am)	94%	55
Respondents that supported the departure time (3pm)	97%	54

The response both from the actual Saturday services and the survey show that while a high majority of passengers support a Saturday service, the reality is that demand for a weekly service is low at only 10%, noting that this is the first time we have provided a Saturday service.

SuperGold Card Scheme

Table 8 shows the number of trips taken throughout the region by passengers using their SuperGold Card and the percentage of these trips compared to all trips made in the current year.

Table 8: SuperGold Card patronage by service as at 31 December 2017

Service	Passenger trips	% of all trips
New Plymouth, Oakura, Bell Block and Waitara	25,499	9%
Waverley-Patea-Hawera	386	60%
Opunake-Hawera (incl. Manaia-Hawera)	239	31%
Opunake-New Plymouth	275	63%
Hawera-New Plymouth	1,336	8%
Total	27,735	9%

The 27,735 SuperGold Card trips equates to 9% of all public transport trips, across all services. This compares with 27,724 trips at the same time in 2016/2017.

Total Mobility Scheme

Total Mobility client trips YTD 2017/2018 totalled 17,855. This is up (7%) from the 16,673 trips in the same period 2016/2017.

Table 9: Total Mobility trips as at 31 December 2017

Service	Client trips
Total Mobility Scheme	17,855

Ironside Vehicle Society Incorporated

Table 10 shows the total number of passenger trips as at 31 December 2017 carried out by Ironside, including the number of wheelchair trips. This is up 5.4% on the 3,397 trips recorded in the same period 2016/2017.

Table 10: Ironside trips as at 31 December 2017

Service	Trips involving wheelchairs	Total trips claimed
Ironside Vehicle Society	3,278	3,580

Of the 3,580 trips provided, 2,808 or 78% involved wheelchair users. This compares with the figures in 2016/17, with trips involving wheelchair users 2,390 and total trips 3,397.

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*.

Iwi considerations

This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Agenda Memorandum

Date 21 March 2018



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

Subject: Correspondence and information items

Approved by: M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

Document: 2016766

Purpose

The purpose of this memorandum is to update Members on correspondence and information items since their last meeting, seeking guidance on responses where appropriate.

Recommendations

That the Taranaki Regional Council:

1. receives and notes for information purposes the correspondence with the Associate Minister of Transport on improving road safety in Taranaki
2. receives and notes the invitation to attend a Local Government Road Safety Summit in Wellington on 9 April 2018
3. receives the correspondence received from the umbrella campaign 'Movement' requesting consideration of reducing speed limits on rural roads used by vulnerable users, and provides guidance on whether a collective regional response is wanted
4. receives and notes for information purposes the letter received in respect of State Highway 43 from the new Minister of Transport, Hon Phil Twyford
5. receives and notes for information purposes the submission made on the Mt Messenger Bypass project on behalf of the State Highway 3 Working Party.

Improving road safety – correspondence with Associate Minister of Transport

The Council received a letter from the Associate Minister of Transport, Hon Julie Anne Genter, on 13 December 2017. This pre-empted her announcement on 17 December 2017 of a short-term boost in road safety funding, the Road Safety 'Boost' programme, targeting rural highways over summer. At the time of the announcement, 30 sections of rural state highways throughout the country were identified to receive fast-tracked low-cost safety improvements between February to July 2018. SH45 Oakura to Hawera is amongst these, and was identified to receive "rumble strips, improved signage and barriers at high risk locations." This information was circulated to Members via email on 18 December 2017, including the following link to the media release and other information on the Safety Boost programme – <https://www.beehive.govt.nz/release/boost-road-safety-taranaki>.

The Council responded to the Associate Minister's letter and announcement, with this reply letter attached for the Committee's information. The response highlighted the SH3 Waitara to Bell Block project as remaining the priority road safety issue for Taranaki currently.

Invitation to attend Local Government Road Safety Summit, 9 April 2018

The Council received the attached invitation from the Associate Minister of Transport, Hon Julie Anne Genter, on 22 February 2018. It is understood that this invitation was sent to all councils throughout the country.

Reducing speed limits on rural roads – correspondence from 'Movement'

National groups representing pedestrians, horse-riders, cyclists, and users of mobility devices are calling on Councils across the country to implement safer rural speed limits. The Council, as with all councils throughout the country, received the attached letter from this 'Movement' collective/campaign, in mid December 2017.

Does the Committee wish to form a view of this as a collective? Otherwise it will be left to each individual council in the region, in their capacity as road controlling authorities, to respond and action independently.

SH43 response from new Minister of Transport

The attached letter regarding State Highway 43 was received from the new Minister of Transport, Hon Phil Twyford, on 12 January 2018.

SH3 Working Party submission on the Mt Messenger Bypass

A supporting submission was made on the Mt Messenger Bypass project on behalf of the State Highway 3 Working Party, during the public consultation held in January-February 2018. A copy of the submission is attached for the Committee's information.

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*.

Iwi considerations

This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 1983797: Letter from Hon Julie Anne Genter re: Road Safety 13Dec2017

Document 1989948: Improving road safety in Taranaki - response to Associate Minister Genter 11 January 2018

Document 2017548: Invitation to attend Local Government Road Safety Summit on 9 April 2018

Document 1980239: Deadly rural speed limits letter from Movement

Document 1990691: Letter from new Minister of Transport in respect of SH43

Document 2010610: SH3WP submission on Mt Messenger Bypass 19Feb2018

Hon Julie Anne Genter

Minister for Women

Associate Minister of Health
Associate Minister of Transport



13 December 2017

Tēnā koutou

I am writing to you and other councils seeking your support to work with me and take action to improve road safety in New Zealand.

As you will be aware, New Zealand's road toll has risen over the last four years. The year-to-date road toll for 2017 has already surpassed the road toll for all of 2016. This is a significant concern for me and this government. I am particularly concerned about the safety of people using our roads coming into the summer holiday season.

I have been working with officials from the Ministry of Transport, the NZ Transport Agency and the Police, to ensure the government is taking action to address the rising road toll. I would also like to work in partnership with you to improve road safety outcomes across New Zealand. I welcome your views on this challenge and how we can address it.

I would like your support to take action as quickly as possible to improve road safety outcomes, in particular on the high-risk roads in your region. I encourage you to consider how you could accelerate the implementation of the new speed management approach, introduced earlier this year, to ensure there are safe and appropriate speeds on local roads.

I would also like to acknowledge the safety treatments local councils are making over summer as part of your existing work programme.

On 20 November 2017, my colleague, Hon Phil Twyford, Minister of Transport, wrote to all local and regional councils about the government's focus for investment in the Government Policy Statement on land transport 2018 and how it might influence the development of your Regional Land Transport Plans (RLTPs). This includes delivering safety improvements.

In considering the safety priorities in your RLTPs, it will be important to identify the actions that have the greatest enduring effect on road safety in your region. For example, infrastructure investment or speed management, to treat high-risk roads in your region.

I have sought the NZ Transport Agency's support to partner with you on these matters. I have asked that it address any barriers councils face in progressing road safety outcomes that are within its control, including considering its funding arrangements. I have also directed officials from the Ministry of Transport to look across the road safety system and ensure that the appropriate funding, policy and regulatory settings are in place to implement changes to improve road safety as quickly as possible.

If we are to improve road safety it is important that it is a joint process. I would welcome feedback on your approach to improving road safety in your region: Where have you experienced success? What barriers do you face to making further progress in improving road safety? I encourage you to get in touch with the Ministry of Transport to share your local road safety experiences.

In early 2018, I plan to invite you and other councils to attend a national road safety summit, where I will be able to hear from you directly on these matters and discuss how we can work more closely together to improve road safety outcomes in New Zealand. I will be in touch next year to confirm the arrangements for the summit.

I will be making an announcement on Sunday 17 December 2017 that will outline my intentions in this area, including the planned summit and to confirm my desire to engage with all parties to improve safety. I would be grateful if you hold this letter in confidence until this date.

I would like this engagement with you to form part of an ongoing dialogue on the development of a road safety strategy for New Zealand. I have directed the Ministry of Transport to start work on a new strategy, including considering whether the "Vision Zero" framework is appropriate for New Zealand. I would appreciate your ongoing input and support for that work over the next 12 to 18 months.

The government will also be running a range of publicity campaigns over the summer to communicate safe driving messages. I would encourage you to get involved and urge your communities to drive safely over the holiday period.

Please direct any of your correspondence to Brent Johnston, Manager Mobility and Safety, Ministry of Transport, at b.johnston@transport.govt.nz.

You can find key safety statistics for your region to support public communications at <http://www.transport.govt.nz/research/roadcrashstatistics/regionalroadsafetyissues/>.

I thank you for your ongoing commitment to improving road safety and look forward to working with you in taking action on this important issue.

Please forward this letter as appropriate to the Chair of your Regional Land Transport Committee.

Yours sincerely



Hon Julie Anne Genter
Associate Minister of Transport

Copy to:
Hon Phil Twyford, Minister of Transport
Chris Moller, Chair, New Zealand Transport Agency
Fergus Gammie, Chief Executive, New Zealand Transport Agency
Peter Mersi, Chief Executive, Ministry of Transport



11 January 2018
Document: 1984242

Hon Julie Anne Genter
Associate Minister of Transport
via email to j.genter@ministers.govt.nz

Dear Hon JA Genter

Improving road safety in Taranaki

The Council wishes to congratulate you on your appointment as Associate Minister of Transport and thank you for your letter dated 13 December 2017. It is very pleasing to see your focus on improving road safety in New Zealand, and we welcome the inclusion of SH45 Oakura to Hawera amongst those rural state highways within the initial Road Safety 'Boost' Programme.

The most significant road safety issue for Taranaki centres on SH3 north of New Plymouth, between Waitara to Bell Block. This section of SH3 contains three of the Top 100 High Risk Intersections in New Zealand, as published by NZTA in August 2013: #8 SH3 Devon Rd/Mangati Rd; #18 SH3 Main North Rd/Princess St; and #64 SH3 Devon Rd/Raleigh St.

A 'SH3 Waitara to Bell Block' project was initiated in 2013 but has faced continual delays, generally attributed by the NZ Transport Agency to 'cash-flow problems'. The Council wishes to emphasise that these ongoing delays are totally unacceptable for this area of high safety risk, as underscored by another fatality on this stretch of road in November 2017.

In the current Regional Land Transport Plan (RLTP) which was submitted in April 2015, the SH3 Waitara to Bell Block project was put forward by the NZ Transport Agency, with construction to be completed by June 2019. The Council ranked this project as the region's #1 priority in the RLTP. Despite this, the project continues to see little real progress, with the result being that the Council, three years later, is being asked to again rank this project – the expectation is that it will remain the #1 priority for the region in the revised 2018 RLTP.

The lack of action to date on this crucial safety project is of great frustration to the Council and wider community. There is a need for urgency to address this matter and the Council thanks you for the opportunity to bring this to your attention and consideration. While this is certainly not the only road safety issue for Taranaki, it remains the priority until it is addressed.

Yours faithfully

A handwritten signature in blue ink, appearing to read "Craig Williamson".

Craig Williamson
TRC Councillor and Chair of the Taranaki Regional Transport Committee

Cc: Parekawhia McLean, NZ Transport Agency Director Regional Relationships - Central North Island, via email to Parekawhia.McLean@nzta.govt.nz

Cc: Neil Holdom, Mayor for New Plymouth District, via email to Neil.Holdom@npdc.govt.nz

Cc: Jonathan Young, MP for New Plymouth, via email to Jonathan.Young@parliament.govt.nz

Hon Julie Anne Genter

Minister for Women

Associate Minister of Health
Associate Minister of Transport



22 February 2018

Tēnā koutou

Invitation to attend Local Government Road Safety Summit, 9 April 2018

In December 2017 I wrote to you expressing my significant concern at the rising number of people dying on our roads and said that I would invite Councils to attend a road safety summit in early 2018.

I would now like to invite you to take part in this summit. The Local Government Road Safety Summit will be held from 11.00 am to 5.00 pm on Monday 9 April 2018 in Wellington. The venue will be the Rydges Hotel, 75 Featherston St, Wellington.

In my December letter I asked you to consider what actions Councils could take that would have the greatest enduring effect on road safety in your region. The Summit will provide the opportunity for Councils to put forward and discuss these actions and influence the Government's planning for road safety. An outline of the agenda for the day is attached.

I will be attending the whole event and I look forward to discussing this vitally important issue with you. In particular, I want to talk to Councils about infrastructure investment, speed management and options to treat high-risk roads in your regions. I am also interested in your plans to improve the safety for people who are walking and cycling.

The Summit is intended for Mayors, Chief Executives and senior road transport planning staff, along with Chairs of Regional Land Transport Committees.

This Summit will be part of the process of developing a new road safety strategy. It will also feed into the ongoing work to improve road safety that is already. The focus of the Summit will be on actions that local government can take to improve road safety, especially in the next few years. It is the first of what I intend to be a programme of engagements with all parts of the community over the next twelve months on development of the new strategy.

The Summit will operate under Chatham House Rules and the Ministry of Transport will note down the key points from the various sessions anonymously.

If you would like to attend the Summit or have any questions about the arrangements, please send your response to LGRSS@transport.govt.nz. Responses, including expressions of interest to take part in the panel discussion, are requested by 23 March 2018.

If you cannot attend the day and you have specific points that you wish to make, you are welcome to provide them to the Ministry of Transport at any time. Please direct your correspondence to Brent Johnston, Manager Mobility and Safety, Ministry of Transport, at b.johnston@transport.govt.nz.

I look forward to the opportunity to meet with you and to a productive day.

Yours sincerely



Hon Julie Anne Genter
Associate Minister of Transport

Copy to:
Hon Phil Twyford, Minister of Transport
Chris Moller, Chair, New Zealand Transport Agency
Fergus Gammie, Chief Executive, New Zealand Transport Agency
Peter Mersi, Chief Executive, Ministry of Transport

Agenda for Local Government Road Safety Summit.

Monday 9 April 2018 11.00am – 5.00pm.

Venue: Grand Space, Rydges Hotel, 75 Featherston St, Wellington.

10.30 – 11.00	Coffee and biscuits
11.00 – 11.05	Introduction from Chair
11.05 – 11.30	Safer Journeys and what is a safe system? (Ministry of Transport) Discussion on road safety strategy in NZ. How does a new strategy fit in with other planning documents and what is process for updating it?
11.30 – 12.00	Associate Minister of Transport, Hon Julie Ann Genter on her vision for road safety in New Zealand
12.00 – 12.30	NZ's current road safety performance – why is our casualty rate so high? Dr Paul Graham from NZTA
12.30 – 1.15	Lunch
1.15 – 2.15	Panel discussion on Local Government's view about what more can be done to improve road safety Short presentations from invited council leaders, focussing on what is working and what needs to change. Followed by a moderated Q&A, where all speakers can be asked questions by the audience. Questions can also be asked of the Minister and participating central Government representatives.
2.15 – 2.20	Introduction to the workshop sessions
2.20 – 2.55	1st Workshop Session Safer Networks: What can we do to make our road networks safer? Small group workshop session on what councils want to do to improve roads and manage speed safely. How do we best target risk? Focus on what needs to change. This will allow ideas generated in the previous panel discussion to be further developed.
2.55 – 3.15	Report back from workshops – what are the actions that come out of this?
3.15 – 3.35	Afternoon tea
3.35 – 4.00	Local actions to improve safety and wellbeing Presentation to be confirmed
4.00 – 4.35	2nd Workshop Session Local road safety leadership: How can we do more? Small group workshop session. What can be done by councils to improve road safety outcomes for communities, especially for pedestrians and cyclists? What do councils need from central government to be effective? How do we consider longer term actions, including urban planning?
4.35 – 4.50	Report back from workshops What are the actions that come out of this session?
4.50 – 5.00	Concluding remarks from a) Chair b) LGNZ representative c) Minister

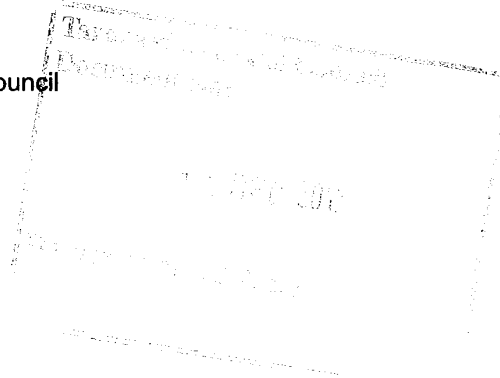
MOVEMENT

SAFER JOURNEYS

FOR ALL ACTIVE KIWIS

30 November 2017

Basil Chamberlain,
Chief Executive, Taranaki Regional Council
Private Bag 713
STRATFORD 4352



Dear Basil,

Deadly rural speed limits

Many of New Zealand's rural roads are unforgiving and leave no room for mistakes¹, yet the speed limit is typically 100km/h. For people walking, cycling or horse riding, rural roads with a speed limit of 100 km/h, and without mode separation, can create a particularly daunting road environment.

Hence, we are writing to request that your Council considers implementing safer traffic speeds, such as 80km/h or less, on the rural roads in your region used by:

- Te Araroa Trail
- New Zealand Cycle Trail 'Great Rides'
- New Zealand Cycle Trail 'Heartland rides' (and roads connecting to a 'Great Ride')
- Tour Aotearoa
- Horse trekkers
- School bus routes

NZTA understands the need for safer traffic speeds on roads that do not provide safe facilities for active transport users such as cyclists: "A road connecting to a NZ cycle trail should have travel speeds of 80km/h or less if there is no mode separation or sufficiently wide shoulders."²

Police Superintendent Stephen Greally has recently been in the media responding to the worsening road toll with the warning that some of our speed limits, especially on rural roads, were set too high.

¹ Superintendent Stephen Greally, National Manager of Road Policing. Media release 15 January 2016.

² Harry Wilson, NZTA's National Road Safety Director

MOVEMENT • PO Box 222, Warkworth • L1, 17 Elizabeth St, Warkworth

Safer Journeys for all Active Kiwis www.movement.org.nz

We appreciate that there may be concern from some members of the public who do not support reducing traffic speeds to improve road safety. However NZTA's research shows that the majority of New Zealanders agree that our roads would be safer if we all drove a little slower, and they understand lower speed limits reduce road trauma³.

Hence we encourage you to demonstrate the leadership necessary to save lives (75% of New Zealand's road fatalities are occurring on undivided rural roads with a 100km/h speed limit) and improve the range of transport options for New Zealanders.

Maps of the roads in your region that are used by Te Araroa Trail, NZ Cycle Trails, Tour Aotearoa, NZ Horse riders network, Heartland rides and/or serve as connecting roads to the NZ Cycle Trail Great Rides can be found at www.movement.org.nz However we would encourage you to take an area-wide approach to safer speed limits, especially to encompass community facilities, bush walks, visitor attractions, etc.

This letter has been endorsed by: **The New Zealand Cycle Trail, Cycling New Zealand, Living Streets Aotearoa, Visually Impaired Aotearoa, NZ School Speeds, Cycling Action Network and NZ Horse Network.**

Movement is an umbrella campaign seeking safe active transport for all kiwis, see our manifesto for safe, efficient and sustainable transport in NZ by 2030 here: www.movement.org.nz

We welcome your response to this letter. We will be in contact with you in the New Year to learn what progress you have made in response to our request above.

Best regards,



Bevan Woodward
Transport Planner,
bevan@movement.org.nz
Mobile: 021 122 6040

³ NZTA research report 563: Safer speeds: public acceptance and compliance (December 2014)

Hon Phil Twyford

MP for Te Atatu

Minister of Housing and Urban Development

Minister of Transport

9 JAN 2018

12 JAN 2018

Taranaki Regional Council
Document No:



Craig Williamson
Councillor, Taranaki Regional Council
Chair, Taranaki Regional Transport Committee
47 Cloten Road
Private Bag 713
STRATFORD 4352

Dear Councillor

Thank you for your letter of 2 August 2017 to Hon Simon Bridges, the former Minister of Transport, regarding State Highway 43 Forgotten World Highway, and forwarding a copy of the *State Highway 43 Investigation* report. Your email has been referred to me for reply as the matters you raise now fall within my responsibilities as Minister of Transport.

The NZ Transport Agency (NZTA) informs me that it has looked into options for sealing the unsealed section of State Highway 43 in the past. I understand that the relatively low traffic volumes did not make the seal extension project viable at that point.

The Taranaki Regional Development Strategy, *Make Way for Taranaki*, is due to be launched in early 2018, as part of the Government's support for regional economic development. I am advised that sealing State Highway 43 will be one area of focus in the Strategy.

The Government recognises that transport is a key enabler for regional prosperity. I have asked the Ministry of Transport to revise the draft Government Policy Statement on land transport 2018 (GPS) to reflect the Government's support for regional development.

It is important that the NZTA takes the time to fully understand the future of State Highway 43 and consider a number of factors to get the right outcome for the region.

I understand that the NZTA has a significant programme of maintenance planned for State Highway 43 for the next NLTP period, which includes improvements to signage and road markings. If you would like to discuss this matter further with the NZTA, you are welcome to contact Ross I'Anson, Manager System Management, Manawatu-Whanganui and Taranaki, at ross.i'anson@nzta.govt.nz or on (021) 823 861.

Yours sincerely

Hon Phil Twyford
Minister of Transport



Submission on Mt Messenger Bypass notice of requirement and/or applications for resource consent
Resource Management Act 1991

Email to: applications@npdc.govt.nz
Or post to: The Planning Lead
New Plymouth District Council
Private Bag 2025
New Plymouth 4342

Form 13 and Form 21

Submissions close on: 27 February 2018

1. Submitter details

1a. Full name
First name(s) Surname

1b. Contact person's name if different from above
First name(s) Surname

1c. Electronic service address

1d. Telephone
Mobile Landline

1e. Postal address or alternative method of service under Section 352 of RMA 1991

Serving of documents

The Council will serve all formal documents electronically via the email address provided above. Where there is no email address provided the documents will be posted to the above postal address.

2. Attendance and wish to be heard at hearing

- I/we **do not** wish to be heard in support of my/our submission(s).
(This means that you will not be advised of the date of any consent hearing and cannot speak at any hearing. However, you will retain your right to appeal any decision made by the Council.)
- I/we **do** wish to be heard in support of my/our submission(s).
(This means that you will have the option to speak in support of your submission at any consent hearing.)
- If others make a similar submission, I/we will consider presenting a joint case with them at the hearing.
(Please tick if you will consider presenting a joint case, otherwise leave blank.)

3. Application(s) to which submission relates

Notice of requirement (NoR) to New Plymouth District Council (NPDC)

DSN17/44711
Construction and operation of the Mt Messenger Bypass: a new section of State Highway 3 approximately 6km in length, located east of the existing highway corridor, between Uruti and Ahititi, north of New Plymouth

I wish to submit on this application Yes No

Application stance (please tick one)			Decision sought on requirement (please tick one)			
Support	Oppose	Neutral	Confirm	Impose conditions	Modify	Withdraw
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please turn over

OFFICE USE ONLY

Date received Received by
 Time received Document #

Liardet Street, Private Bag 2025, New Plymouth 4342, New Zealand. Telephone 06-759 6060, Fax 06-759 6072, Email enquiries@npdc.govt.nz, Website www.newplymouthnz.com

3. Application(s) to which submission relates - continued

Resource consent application to NPDC

LUC18/47193 Land use consent to disturb soil under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health Regulations 2011, associated with constructing the Mt Messenger Bypass			I wish to submit on this application <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Application stance (please tick one)			Decision sought on requirement (please tick one)		
Support	Oppose	Neutral	Grant consent	Decline consent	Grant with amendments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Resource consent applications to Taranaki Regional Council (TRC)

Application 17-10429-1.0(A) To dam, take and use surface water from the Mangapepeke Stream and Mimi River, and to erect and use temporary weirs on the bed of the Mangapepeke Stream and Mimi River associated with constructing the Mt Messenger Bypass, and to divert, take and use groundwater as a consequence of excavations and tunnelling associated with constructing and operating the Mt Messenger Bypass			I wish to submit on this application <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Application stance (please tick one)			Decision sought on requirement (please tick one)		
Support	Oppose	Neutral	Grant consent	Decline consent	Grant with amendments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Application 17-10429-1.0(B) To divert, disturb, realign and modify sections of the Mangapepeke Stream, Mimi River and their tributaries associated with constructing and operating the Mt Messenger Bypass			I wish to submit on this application <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Application stance (please tick one)			Decision sought on requirement (please tick one)		
Support	Oppose	Neutral	Grant consent	Decline consent	Grant with amendments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Application 17-10429-1.0(C) To install, use and remove temporary culverts in the Mangapepeke Stream, Mimi River and their tributaries for the purpose of constructing the Mt Messenger Bypass			I wish to submit on this application <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Application stance (please tick one)			Decision sought on requirement (please tick one)		
Support	Oppose	Neutral	Grant consent	Decline consent	Grant with amendments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Application 17-10429-1.0(D) To install and use culverts in the Mangapepeke Stream, Mimi River and their tributaries and to install a bridge over a tributary of the Mimi River associated with constructing and operating the Mt Messenger Bypass			I wish to submit on this application <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Application stance (please tick one)			Decision sought on requirement (please tick one)		
Support	Oppose	Neutral	Grant consent	Decline consent	Grant with amendments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Application 17-10429-1.0(E) To discharge to land, water and to air from soil disturbance and earthworks, to undertake vegetation clearance, and to undertake riverbed planting associated with constructing and operating the Mt Messenger Bypass			I wish to submit on this application <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Application stance (please tick one)			Decision sought on requirement (please tick one)		
Support	Oppose	Neutral	Grant consent	Decline consent	Grant with amendments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. My submission

4a. If you are submitting on the NoR please provide:

- Details of your submission(s), and
- Details of the specific parts of the NoR that your submission(s) relates to (if not the entire NoR), and
- Indicative conditions or amendments that you could support.

Attach additional pages if required.

Refer separate page attached

4b. If you are submitting on a resource consent please provide:

- Details of your submission(s), and
- Details of the specific parts of the consent that your submission(s) relates to (if not the entire consent), and
- Indicative conditions or amendments that you could support.

Attach additional pages if required.

See Section 4a above (as attached)

Please turn over

Insert for Sections 4a and 4b —

The State Highway 3 Working Party was established in 2002 in response to ongoing concerns about the route security, safety and efficiency of the section of State Highway 3 (SH3) between Taranaki and Waikato. The member organisations of the SH3 Working Party (Taranaki Regional Council, Waikato Regional Council, New Plymouth District Council, Waitomo District Council, NZ Transport Agency, New Zealand Police, Road Transport Association, and Automobile Association) work together for the improvement of the strategically important SH3 corridor between Hamilton and New Plymouth.

The SH3 Working Party and its member organisations have been actively advocating on the need for improvements to this vital inter-regional corridor for many years, particularly the Mt Messenger and Awakino Gorge sections of the highway. It is largely these efforts that have resulted in the SH3 Awakino Gorge to Mt Messenger Programme of improvement works, of which the Mt Messenger Bypass project is the largest of the three components.

As noted in the AEE submitted as part of the applications, the existing approximately 7.4km steep, narrow and winding section of highway at Mt Messenger is no longer fit for purpose. The Project will establish a new section of SH3 that will remedy the existing operational problems at Mt Messenger, providing: a significantly safer road; improved resilience and therefore robustness of the broader regional transport network linking Taranaki to the north; along with significant improvements in journey time reliability and journey time savings. The SH3 Working Party agrees that these positive effects will in turn contribute to positive local and regional economic growth and productivity improvements, along with improved social and community effects. The SH3 Working Party acknowledges the ecological and cultural impacts of the Project, and notes the efforts that the Mt Messenger Alliance team have undertaken to avoid potential adverse effects through route selection and Project design; along with the mitigation and biodiversity offset package which is proposed, and aims to achieve a net gain in biodiversity within 10-15 years of the completion of construction.

The SH3 Working Party has long advocated the need for significant improvements to the Mt Messenger section of highway, and has confidence in the robustness of the process that the Mt Messenger Alliance team has followed. Further, the Working Party has confidence that the conditions of consent applied by the New Plymouth District Council and Taranaki Regional Council will ensure that the effects of the project can be adequately avoided, remedied and mitigated to no more than minor levels. The benefits that will be gained by the project in terms of SH3's safety, resilience and network performance are significant and vital to the Taranaki region. The SH3 Working Party therefore offers strong high-level support for these applications to enable the project to proceed.

On this basis, the SH3 Working Party seeks the granting of the designation and resource consents requested by the NZ Transport Agency for the Mt Messenger Bypass project, to enable the NZ Transport Agency to construct, operate and maintain the realigned highway. The realignment of Mt Messenger is a key part of addressing the ongoing concerns about this vital inter-regional corridor, and removing the constraints that this section of the highway currently imposes on a large number of parties.

In addition, the SH3 Working Party takes this opportunity to note that the Stock Truck Effluent Disposal site on SH3 at Ahititi (just north of where the realignment joins the existing highway) faces a number of operational constraints, which the Mt Messenger Bypass works may provide options to address. This has been discussed with the Project team during their updates to the SH3 Working Party, and we would like to ensure that this opportunity is not lost.

5. Request for independent commissioner(s)

If you wish to make a request please tick the circle below, otherwise leave blank.

- Pursuant to section 100A of the Resource Management Act 1991 (RMA), I request that TRC delegates its functions, powers, and duties required to hear and decide the application to one or more hearing commissioners who are not Councillors.

*Such a request may be made [in writing] up to five working days after close of submissions. If you make a request under section 100A of the RMA, **you may be liable to meet or contribute to the costs** of the hearings commissioner or commissioners.*

Please note that NPDC intends to appoint independent commissioner(s) to act under authority delegated to hear and decide the NPDC resource consent and to hear and recommend on the NoR.

6. Trade competitor for the purposes of section 308A of the RMA

- I am a trade competitor for the purposes of section 308B of the RMA.
 I am **not** a trade competitor for the purposes of section 308B of the RMA.

If you are a trade competitor, your right to make a submission may be limited by the trade competition provisions in Part 11A of the RMA.

If your submission relates to a resource consent or a notice of requirement for an alteration to a designation, and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the consent or requirement relates that adversely affects the environment and does not relate to trade competition or the effects of trade competition.

Select one of the following:

- I am I am **not** directly affected by an effect of the subject matter of the submission that:
- Adversely affects the environment, and
 - Does not relate to trade competition or the effects of trade competition.

7. Privacy statement

The Privacy Act 1993 applies to the personal information provided in this application. For the purposes of implementing this application NPDC and TRC may disclose that personal information to another party. If you want to have access to, or request correction of, that personal information, please contact NPDC and/or TRC.

8. Declaration and privacy waiver

- I/we have served a copy of this submission on the applicant/requiring authority, as required by Section 96(6) of the RMA. Address for service: submissions@mtmessenger.co.nz or post to Mt Messenger Alliance, Level 4, 180 Taranaki Street, Wellington 6011.

By signing this submission, or by submitting this submission electronically, I confirm that I am authorised to make such submission and that the information contained in this submission is true and correct. I acknowledge and agree to the disclosure of my personal information in respect of this submission.

If signing and/or submitting on behalf of a trust or company, I confirm that I have that authority.

A signature is not required if this submission is submitted electronically.

Signature of submitter

Date

Notes to submitter

To view the full application go online to www.newplymouthnz.com/MtMessenger.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

You may wish to obtain your own professional advice, such as from a lawyer or planner, before finalising your submission. In addition, the Ministry for the Environment website www.mfe.govt.nz has useful information for submitters. If you have any questions regarding this process, contact NPDC on 06-759 6060.