

## **Regional Transport Committee**

Wednesday 27 March 2019  
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 27 March 2019 commencing at 11.00am.**

|                |                           |                                   |
|----------------|---------------------------|-----------------------------------|
| <b>Members</b> | 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) |
|                | Mr R I'Anson              | (Acting NZ Transport Agency)      |

**Apologies**

**Notification of Late Items**

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## Agenda Memorandum

**Date** 27 March 2019

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



**Subject: Confirmation of Minutes – 28 November 2018**

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

B G Chamberlain, Chief Executive

**Document:** 2224671

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### Resolve

That the Regional Transport Committee of the Taranaki Regional Council:

1. takes as read and confirms the minutes and resolutions of the Regional Transport Committee meeting of the Taranaki Regional Council held in Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 28 November 2018 at 11.00am
2. notes the recommendations therein were adopted by the Taranaki Regional Council on 11 December 2018.

### Matters arising

### Appendices

Document #2164350 – 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 28 November 2018 commencing at  
11.00am.**



|                                   |   |                |                                   |
|-----------------------------------|---|----------------|-----------------------------------|
| <b>Members</b>                    | 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)      |
|                                   | Councillor  | P Nixon        | (South Taranaki District Council) |
|                                   | Ms  | P McLean       | (NZ Transport Agency)             |
| <b>Attending</b>                  | Councillor  | M J Cloke      |                                   |
|                                   | Messrs  | M J Nield      | (Director-Corporate Services)     |
|                                   |   | C B Clarke     | (Transport Services Manager)      |
|                                   |   | C G Severinsen | (Policy Manager)                  |
|                                   | Mrs   | J Bielski      | (Policy Analyst)                  |
|                                   | Mrs   | K van Gameren  | (Committee Administrator)         |
|                                   | Messrs  | S Bowden       | (Stratford District Council)      |
|                                   |   | V Lim          | (South Taranaki District Council) |
|                                   |   | D Langford     | (New Plymouth District Council)   |
|                                   |   | R I Anson      | (NZ Transport Agency)             |
|                                   |   | L Kennedy      | (NZ Transport Agency)             |
|                                   |   | D Tate         | (NZ Transport Agency)             |
|                                   | Mrs   | M Webby        | (RoadSafe Taranaki)               |
| <b>Apologies</b>                  | The apology from Mayor R Dunlop (South Taranaki District Council) was received and sustained.   |                |                                   |
| <b>Notification of Late Items</b> | Item 6 – NZ Transport Agency Report – <i>tabled</i> Transport Agency Quarterly Report to Taranaki Regional Transport Committee 28 November 2018 |                |                                   |

**1. Confirmation of Minutes – 5 September 2018**

**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 5 September 2018 at 11.05am.

2. notes that recommendations therein were adopted by the Taranaki Regional Council on 18 September 2018.

McDonald/Volzke

**Matters arising**

There were no matters arising.

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

- 2.1 The minutes of the Taranaki Regional Transport Advisory Group (RTAG) meeting held on 31 October 2018 were received and noted.

**Recommended**

THAT the Taranaki Regional Council

1. receives, for information purposes, the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 31 October 2018.

Williamson/Duynhoven

**3. Minutes of the State Highway 3 Working Party**

- 3.1 The minutes of the State Highway 3 Working Party (SH3WP) meeting held on 29 October 2018 were received and noted.

**Recommended**

THAT the Taranaki Regional Council

1. receives, for information purposes, the unconfirmed minutes of the State Highway 3 Working Party meeting held on Monday 29 October 2018.

Duynhoven/Volzke

**4. Regional Road Safety update**

- 4.1 Ms M Webby, RoadSafe Taranaki, provided a presentation to the Committee from the Taranaki Road Safety Action Planning Group on road safety activities in Taranaki.

**Recommended**

That the Taranaki Regional Council:

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

McDonald/Nixon

**5. Release of the National Land Transport Programme 2018/19 - 2020/21**

- 5.1 The memorandum updating Members on the release of the *National Land Transport Programme 2018/19 - 2020/21* and the funding allocations made to the Taranaki region in comparison with the region's funding requests was received and noted.

**Recommended**

THAT the Taranaki Regional Council

1. receives and notes the information presented on the New Zealand Transport Agency's *National Land Transport Programme 2018/19 - 2020/21*.

MacDonald/Volzke

**6. New Zealand Transport Agency Regional Report**

- 6.1 Ms P McLean, NZ Transport Agency, spoke to the NZ Transport Agency's Quarterly Report (*tabled*) to the Taranaki Regional Transport Committee updating Members on Agency news and activities.
- 6.2 A number of matters were noted and discussed by the Committee, including some staff changes at the NZ Transport Office in New Plymouth and the recruitment of a Network Manager to be based in New Plymouth or Palmerston North.

**Recommended**

THAT the Taranaki Regional Council

1. receives and notes the Regional Report from the NZ Transport Agency dated 28 November 2018.

Duynhoven/Williamson

**7. Passenger transport operational update for the quarter ending 30 September 2018**

- 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 2018.

**Recommended**

THAT the Taranaki Regional Council

1. receives and notes the operational report of the public transport services for the quarter ending 30 September 2018.

Williamson/MacDonald

**8. Correspondence and information items**

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

**Recommended**

That the Taranaki Regional Council:

1. receives and notes for information purposes the following correspondence:

- An invitation from the New Zealand Transport Agency to participate in a series of State Highway 43 workshops.
- Information on the New Zealand Transport Agency's *National Priority Programmes and Targeted Enhanced Funding Assistance Rates*.
- Information on the Crown Infrastructure's progress with regard to Mobile Black Spot coverage.
- A copy of a letter sent to the Waikato Regional Council from a representative of Intercity Group (NZ Coachlines) noting concerns regarding the draft *Waikato Regional Public Transport Plan*.

Williamson/MacDonald

There being no further business the Committee Chairperson, Councillor C S Williamson, declared the Regional Transport Committee meeting closed at 12.25pm.

**Confirmed**

Chairperson \_\_\_\_\_  
**C S Williamson**

Date **27 March 2019**

## Agenda Memorandum

**Date** 27 March 2019



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

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

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

**Document:** 2221777

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### **Purpose**

The purpose of this item is to receive, for information, the minutes of the Taranaki Regional Transport Advisory Group (RTAG) meeting held on 6 March 2019.

### **Recommendation**

That the Taranaki Regional Council:

1. receives for information purposes the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 6 March 2019.

### **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 2219078: Minutes of Taranaki RTAG meeting 6 March 2019

## Taranaki Regional Transport Advisory Group (RTAG) Meeting

### MINUTES

|                  |   |                      |
|------------------|---|----------------------|
| <b>Date</b>      | <b>Wednesday 6 March 2019 at 10.00am</b>                    |                      |
| <b>Venue</b>     | <b>Taranaki Regional Council, 47 Cloten Road, Stratford</b> |                      |
| <b>Present</b>   | Rui Leitao (RL)   | NPDC - until 12:45pm |
|                  | Steve Bowden (SB)   | SDC                  |
|                  | Vincent Lim (VL)  | STDC - until 12pm    |
|                  | Paul Murphy (PM)  | NZTA                 |
|                  | Lance Kennedy (LK)  | NZTA                 |
|                  | Wayne Wallace (WW)  | NZTA                 |
|                  | Fiona Ritson (FR)   | TRC                  |
|                  | Chris Clarke (CC)   | TRC                  |
|                  | Siubhan Green (SG)  | TRC                  |
| <b>Apologies</b> | Gray Severinsen (GS)  | TRC                  |
|                  | David Perry (DP)  | NZTA                 |
|                  | Shaun Harvey (SH)   | NZTA                 |
|                  | Aarin Bang (AB)   | NZTA                 |
|                  | Tiffanie Kanon (TK)   | NZTA                 |
|                  | Barry Dowsett (BD)  | NZTA                 |

| Item | Agenda subject  | Action |
|------|---|--------|
| 1.   | <p><b>Welcome and apologies</b></p> <p>Apologies were received and noted above.</p> <p>Aarin Bang and Tiffanie Kanon are Network Managers based in Palmerston North.</p>  |        |
| 2.   | <p><b>Minutes of last meeting held on 31 October 2018</b></p> <p>The previous minutes of the RTAG meeting held on Wednesday 31 October 2018 were accepted as correct.</p> <p>Matters raised:</p> <ul style="list-style-type: none"> <li>Item 4 - NLTP announcements: It was confirmed that Cole O'Keefe of NZTA (based in Tauranga) is covering the Taranaki, Bay of Plenty and Waikato regions for NLTP matters.</li> <li>Item 6 - RLTP Variation requirements: Group agreed with FR that the quantity and nature of variations currently going before the Taranaki RTC does not warrant putting a delegation mechanism in place. Can review in future if that situation changes.</li> </ul> |        |
| 3.   | <p><b>RTAG membership</b></p> <p>FR will contact each organisation with a request for confirmation of their RTAG representative(s) including the alternate(s).</p>  | FR     |

| Item | Agenda subject  | Action                           |
|------|---|----------------------------------|
|      | <p>While David Perry's role at NZTA has changed, he will still be based in New Plymouth and remains the key local contact for the RTAG on state highway matters.</p> <p>It was noted that Mark Ratcliffe joined the NZTA in January 2019 as interim CEO until a permanent Chief Executive is recruited, which is anticipated as mid-2019.</p> <p>Barry Dowsett, NZTA Waikato, will be retained in a consultative role for the Taranaki RTAG, rather than regular membership/attendance.</p>   |                                  |
| 4.   | <p><b>Requests to vary the RLTP</b></p> <p><b>NZTA LED Streetlight Upgrade for Taranaki highways</b></p> <ul style="list-style-type: none"> <li>• WW spoke to this documented variation request, which has been in development for some time. Suggested that the procurement happen at the same time as Whanganui. The biggest foreseen issue is funding.</li> <li>• RTAG agreed to support the variation and progress to RTC for approval.</li> </ul> <p><b>NPDC Coastal Walkway extension to Waitara</b></p> <ul style="list-style-type: none"> <li>• RL spoke to this documented variation request, confirming that this project was not currently in the RLTP. NPDC will be requesting targeted enhanced FAR for it. FR confirmed that it does require a variation to the RLTP, she will adjust the application accordingly and have RL confirm.</li> <li>• RL advised that the works will fall within Transport from a maintenance perspective as opposed to Parks due to the complex structures involved – paths/retaining walls/bridges. Parks will still maintain gardens etc.</li> <li>• RTAG agreed to support the variation and progress to RTC for approval.</li> </ul> | <p>FR</p> <p>FR/RL</p> <p>FR</p> |
| 5.   | <p><b>NLTP Updates / TIO corrections / upcoming RLTP variations</b></p> <p><b>Discussions centred on updated NLTP/TIO extraction</b></p> <ul style="list-style-type: none"> <li>• The Group reviewed an NLTP Snapshot table for Taranaki as at 4 March 2019, which FR had separated into business as usual versus other projects to assist with comparison to the RLTP. It was confirmed that most of the outstanding queries related to the SH3 Waitara – Bell Block project, where there were ongoing duplications in TIO.</li> <li>• FR tabled a letter from Cole O'Keefe (NZTA) re NLTP/Taranaki RLTP funding decisions. FR following up on when/how this was sent to TRC.</li> </ul> <p><b>Any Targeted Enhanced FAR (TEFAR) projects proposed</b></p> <p>The Group discussed projects which would be seeking TEFAR support. Nothing currently proposed from SDC or STDC, but RL noted that NPDC would be seeking TEFAR for the following projects:</p> <ol style="list-style-type: none"> <li>1. Coastal Walkway extension</li> <li>2. Housing NZ Marfell extension</li> <li>3. Aligning Airport Drive with De Havilland Drive</li> </ol>                                     | FR                               |

| Item | Agenda subject  | Action |
|------|---|--------|
| 6.   | <p><b>Updates on national workstreams</b></p> <p><b>MoT's development of GPS2021</b></p> <ul style="list-style-type: none"> <li>• CC noted that MoT advised TSIG meeting last week that they will be looking to release a draft in late 2019.</li> <li>• MoT are looking to engage with local government as part of developing their draft, including visiting regions late March, early April.</li> </ul> <p><b>NZTA's development of Long Term View (LTV)</b></p> <ul style="list-style-type: none"> <li>• WW noted that Version 1 did not go far enough with local government consultation. Version 2 development intended to be a shared view of land transport system through co-designing with local government and the MoT also.</li> <li>• The purpose and status of the LTV remains unclear at this stage, particularly how it relates to/influences RLTPs and the NLTP.</li> <li>• PM advised that NZTA are looking for RLTPs to be the Strategic Case for their region.</li> </ul> <p><b>MoT's development of National Road Safety Strategy (NRSS 2020-30)</b></p> <ul style="list-style-type: none"> <li>• The Ministry is currently developing the next 10-year NRSS.</li> <li>• One of the key issues to be decided is around 'Vision Zero'.</li> <li>• VL noted a general consensus around reducing speed limits.</li> </ul> <p><b>Mobile Black Spot Fund (MBSF) roll out</b></p> <ul style="list-style-type: none"> <li>• FR noted that queries had been raised at the last RTC around how prioritisation decisions were being made, and why SH45 and SH3 south were not included. FR has requested a regional update from Crown Infrastructure, which will be provided to the next RTC.</li> <li>• WW suggested a PGF application for improving coverage on SH3 south.</li> </ul> <p><b>One Network Road Classification (ONRC)</b></p> <ul style="list-style-type: none"> <li>• CC noted that this is being reviewed around urban sections, with an aimed completion of July, with a focus on form, function and place of the road.</li> </ul> |        |
| 7.   | <p><b>Round Table</b></p> <p><b>NZTA - State Highways (DP via email)</b></p> <ul style="list-style-type: none"> <li>• Mt Messenger Consents granted and then appealed to Environment Court. Unsure of timelines at the moment.</li> <li>• TNOC reseal programme - significant portion completed as at mid-February.</li> <li>• AWT / rehabilitations - programme on track for completion by end of season.</li> <li>• TNOC Asphalt programme <ul style="list-style-type: none"> <li>○ February / March - SH3 NP Boys High Hill, SH3 Hawera Waihi Rd and SH3/45 intersection Hawera, 2 x Stratford roundabouts.</li> </ul> </li> </ul>   |        |

| Item | Agenda subject   | Action |
|------|--|--------|
|      | <ul style="list-style-type: none"> <li>○ April / May - New Plymouth SH44 Cenotaph plus 3-4 other intersections on SH45 one way system</li> <li>• SH3 Kent Rd culvert reinstatement is progressing: (photos provided) <ul style="list-style-type: none"> <li>○ Pipe sections installed, fish passage reinstated, culvert inlet construction partially completed, backfill approx. 3-4m over pipe (as at mid-February). Still c.5m to backfill to road level.</li> <li>○ Completion in 2019 season.</li> <li>○ FR queried the decision around reinstating a culvert as opposed to building a bridge, which had previously been seen as the better option – financially decision as \$6m versus \$800k.</li> </ul> </li> <li>• Safety works on SH3 Glover Rd roundabout approaches this year. <ul style="list-style-type: none"> <li>○ Currently in final stages of design</li> </ul> </li> <li>• SH43 Hospital Hill (Taumarunui) Emergency Work. <ul style="list-style-type: none"> <li>○ Design to repair of dropout approved - MSE Wall.</li> <li>○ Work started 8 Jan 2019.</li> <li>○ Completion in 2019 season.</li> </ul> </li> <li>• W2BB funding at \$29m (Funding request was for approx. \$53m). <ul style="list-style-type: none"> <li>○ NZTA Capital Projects / Safe Roads prioritising options from DBC for work programme.</li> <li>○ TNOG to start work in March 2019 on some early delivery items</li> </ul> </li> <li>• NP2H - DBC (Safe Roads) working through long list / short list options.</li> <li>• SH43 PGF funded business case workshops for stakeholders 15 November 2018 and 7 February 2019 (SB will be able to brief RTAG). <ul style="list-style-type: none"> <li>○ Project completion target March 2019</li> </ul> </li> <li>• LED conversion - Richard Ashman managing Manawatu Whanganui Taranaki region wide LED funding request and programme. <ul style="list-style-type: none"> <li>○ Application to vary RLTP for RTAG to consider.</li> </ul> </li> </ul> <p><b>NZTA (PM)</b></p> <ul style="list-style-type: none"> <li>• There are two business cases for Waitara to Bell Block.</li> <li>• Concerns previously raised re NOC - Version 2 are being developed and will include better aligned MOUs with councils across the country.</li> </ul> <p><b>NZTA (LK)</b></p> <ul style="list-style-type: none"> <li>• Requested feedback on roadwork notifications. They are pushing NOC contractors to improving their communications and getting information out to the public.</li> </ul> <hr/> <p><b>Stratford District Council (SB)</b></p> <ul style="list-style-type: none"> <li>• SH43 Corridor Improvement project - SB attended a second stakeholder workshop in February to go through the options. Noted that some new options were introduced, that had not previously been mentioned, including: <ol style="list-style-type: none"> <li>1. Constructing a cycle/walkway from Toko to Toko school (it was established that only 6 children would likely use this)</li> <li>2. A realignment of the bridge over Kahori stream</li> </ol> </li> </ul> |        |

| Item | Agenda subject  | Action |
|------|---|--------|
|      | <p>3. LED lighting through Moki tunnel</p> <ul style="list-style-type: none"> <li>○ SB had real concerns that the options tabled also included resilience and safety improvements along the entire 150km corridor. SDC were of the view the funding from the PGF related to developing the case to seal SH43 through the Tangarakau Gorge. It appears that this project has grown to include this as well as other potential improvements. Bridget from MBIE indicated that a business case should propose the benefits from a tourism, economic and cultural perspective.</li> <li>○ SB believes that the priority should be sealing the gorge. The resilience and safety improvements identified by the consultants are core activities of NZTA. If the gorge is sealed, there is a real possibility the traffic volumes will increase, in which case this will provide the evidence required to meet NZTA criteria for separate resilience and safety studies.</li> <li>○ MBIE has changed the funding mechanism for the PGF. Instead of being \$1b/year for 3 years, it appears this has changed to a lump sum of 3\$b. The disadvantage of this is that once this fund is spent, no more is available. Currently \$1.8b has already been allocated, so time is of the essence to progress the sealing of SH43 through the PGF.</li> </ul> <ul style="list-style-type: none"> <li>● Whangamomona Rd – SB presenting options to Council shortly:             <ol style="list-style-type: none"> <li>1. Do nothing</li> <li>2. Change it to an esplanade reserve</li> <li>3. Close the road</li> <li>4. Take it back and maintain it as a very low volume road, including ‘unofficial’ road closures to maintain the road’s integrity over winter.</li> </ol> </li> <li>● Plateau Carpark – sealing likely completed by end of March 2019.</li> <li>● Prospero Place – awaiting developer’s plans, no further update available.</li> <li>● Powerco cable undergrounding – should be finished by the end of the month.</li> <li>● Logging trucks – issues are still ongoing with land owners announcing vast areas to be removed and transported out. The biggest issue is with the privately owned properties landowners and no advanced notification of harvesting.</li> </ul> <hr/> <p><b>South Taranaki District Council (VL)</b></p> <ul style="list-style-type: none"> <li>● There are ongoing issues with the Nukumaruru Station Road extension and the budget will be carried over until next year.</li> <li>● The reseal program is 90% completed. Footpaths are ongoing.</li> <li>● LED lighting is 99% completed.</li> <li>● Logging trucks are proving problematic with the private landowners bringing in trucks without prior notification and going, leaving the road requiring maintenance.</li> <li>● EV charging stations:             <ul style="list-style-type: none"> <li>○ Stratford: waiting for issue resolution around an easement</li> <li>○ Waverley: still negotiating 1 location</li> <li>○ Opunake: completed.</li> </ul> </li> </ul> |        |

| Item | Agenda subject  | Action    |
|------|---|-----------|
|      | <ul style="list-style-type: none"> <li>• Slow progress with KiwiRail over progressing the Hawera to Normanby pathway. Continues to be difficult to get engagement with KiwiRail. There was discussion around what requested works such as to signals/crossings would constitute capital improvements to the rail network, with costs therefore being met by KiwiRail rather than the RCA.</li> </ul> <hr/> <p><b>New Plymouth District Council (RL)</b></p> <ul style="list-style-type: none"> <li>• Forestry activities and the <i>National Environmental Standards for Plantation Forestry (NES-PF)</i>. <ul style="list-style-type: none"> <li>○ Harvesting is about to go into a new cycle, trebling activity for the next 7-8 years. Private forest (50%) cause the most issues, due primarily to lack of communication that enables preventative roading maintenance to be undertaken.</li> <li>○ Data needs to be gathered and modelled this calendar year and a BC developed for AMP purposes, including to help determine whether bylaws may be required to recover costs.</li> <li>○ The <i>NES-PF</i> applies to any forest of at least one hectare that has been planted specifically for commercial purposes and will be harvested. Forest owners and regional councils were given 6 months for implementing the <i>NES-PF</i>, which came into force on 1 May 2018.</li> <li>○ FR advised that TRC have appointed a Forestry Project Lead for the Investigating Team (Mark Addison).</li> <li>○ Group determined that a Forestry specific meeting be held within the month to facilitate information flow – FR to help coordinate.</li> </ul> </li> <li>• Network Operating Plan (NOP) is to be developed, scoping currently. RL has started loading predictions on traffic – there is conflict regarding the modes of transport and trying to ‘unbundle the network’. Looking for key routes and trying to establish a big picture strategy for ‘walk/cycle’, motor vehicles and public transport, including ‘streetscaping’. RL is currently scoping as must align with data but hoping to start next month re who needs to be involved and other projects going on.</li> <li>• Downers have taken over from Fulton Hogan as the contractor for the next 10 year cycle commencing 1 July 2019. There is a clause allowing for years to be taken away but also added back, with a maximum term of 10 years.</li> </ul> <hr/> <p><b>Taranaki Regional Council – Public Transport Operations (CC)</b></p> <ul style="list-style-type: none"> <li>• Patronage is up slightly on Citylink (3%).</li> <li>• There are further delays with the new ticketing system, with roll out now planned for September 2019.</li> <li>• Regional PT Plan review is to be undertaken</li> <li>• There are TSIG work groups reviewing the following: <ul style="list-style-type: none"> <li>○ Requirements for Urban Buses standard</li> </ul> </li> </ul> | <p>FR</p> |

| Item | Agenda subject   | Action |
|------|--|--------|
|      | <ul style="list-style-type: none"> <li>○ PT infrastructure guidelines, 18 months to complete with a priority on bus stop layout</li> <li>○ Green Transport card – Central Government initiative (potential national PT Concession card for Community Service Card holders and tertiary students).</li> </ul> <p><b>Taranaki Regional Council – Regional Planning (FR)</b></p> <ul style="list-style-type: none"> <li>● Getting back into things since 8 months away on parental leave.</li> <li>● Current focus on preparing for upcoming meetings of the SH3 Working Party (22 March) and RTC (27 March). In April the focus will switch to Stock Truck Effluent.</li> <li>● Advised there is a SIG working group on improving the value and development process of RLTPs.</li> </ul>   |        |
| 8.   | <p><b>Next RTC Meeting – discussion of agenda items for 27/03/2019 RTC</b></p> <ul style="list-style-type: none"> <li>● RTAG Minutes</li> <li>● RLTP variation requests referred RTAG today</li> <li>● NZTA Regional Report to include key projects including Mt Messenger</li> <li>● Update on the SH43 Improvement Project</li> <li>● 2018-21 NLTP regional funding decisions</li> <li>● KiwiRail Forestry project update</li> <li>● PT Ops quarterly update</li> <li>● Correspondence and information items – will include updates on MBSF rollout, Taranaki Tracks and Trails, as well as the Roadside Drug Testing Petition.</li> </ul>   |        |
| 9.   | <p><b>General Business</b></p> <p><b>Sport Taranaki’s Tracks and Trails project</b></p> <ul style="list-style-type: none"> <li>● GS &amp; FR attended the last meeting held by Sport Taranaki, at SDC on 1 March 2019, with representatives from the four councils and the Walking Access Commission. Discussion focused on forward ownership of the Strategy and how to progress to implementation.</li> <li>● Cr Stacey Hitchcock (NPDC) outlined a proposal to establish a Taranaki Tracks and Trails Trust that would take on ownership of the project and progress. This is a model that is operating successfully in various parts of the country. This proposal was actively supported by attendees, and Cr Hitchcock and Cr Charlotte Littlewood (TRC) agreed to take a proposal to the Taranaki Mayoral Forum meeting on 25 March for endorsement.</li> </ul> <p><b>REG including Performance Measures Reporting Tool (PMRT)</b></p> <ul style="list-style-type: none"> <li>● FR noted that REG has offered to assist with better tracking performance regionally, utilising a route finder and the PMRT. Regions’ were requested to advise of key routes within each region that they wish to monitor performance on (such as resilience, travel time etc). FR has responded with the state highways and railway corridors (as below), noting that we may add others in</li> </ul> |        |



| Item | Agenda subject  | Action                        |
|------|---|-------------------------------|
|      | <p>time, such as key public transport routes, but the state highways are key for us initially.</p> <ul style="list-style-type: none"> <li>○ SH3 from Wanganui to Hawera</li> <li>○ SH3 from Hawera to New Plymouth</li> <li>○ SH3 from New Plymouth to Hamilton</li> <li>○ SH44 (full length)</li> <li>○ SH45 (full length) from Hawera to New Plymouth</li> <li>○ SH43 (full length) from Stratford to Taumarunui</li> <li>○ SH3A (full length)</li> <li>○ MNPL rail line</li> </ul> <p><b>Forestry harvesting – KiwiRail project, Monitoring changes</b></p> <ul style="list-style-type: none"> <li>• No recent updates received on KiwiRail’s Taranaki Feasibility Study which is being PGF funded. FR will request an update for the upcoming RTC meeting from Aaron Temperton of KiwiRail.</li> <li>• Monitoring changes and work to progress planning and modelling covered previously in Item 7.</li> </ul> <p><b>Speed management review(s)/proposals</b></p> <ul style="list-style-type: none"> <li>• SB advised SDC are reviewing their speed limit bylaw, and will be consulting on a few speed limit changes to address anomalies e.g. Erin Road which leads to Midhirst School and current permitted speed is 70kmh. SDC are not doing a district wide speed management review but will deal with issues on a case by case basis.</li> <li>• RL and VL had left the meeting so no update from NPDC or STDC.</li> </ul> <p><b>Random roadside drug testing petition</b></p> <ul style="list-style-type: none"> <li>• Each council has received correspondence from MP Nick Smith requesting support for a petition to urgently pass legislation to introduce random roadside drug testing. General discussion and support for such a move. FR to seek some guidance from the RSAP group to assist the RTC’s consideration of the matter.</li> </ul> <p><b>RLTP Monitoring Report – review of format and content level</b></p> <ul style="list-style-type: none"> <li>• FR advised that a preliminary review of other regions has shown a wide range of approaches, with some providing quarterly updates to every RTC meeting. She noted that the TSIG is looking at trying to improve standardisation of this area throughout the country as part of its review of RLTP processes.</li> <li>• Deferred to future meeting.</li> </ul> | <p>FR</p> <p>FR</p> <p>FR</p> |
| 11.  | <p><b>Next RTC meeting</b></p> <p>Scheduled for Wednesday 29 May 2019.</p> <p>Meeting closed 1.02pm</p>   |                               |

## Acronyms commonly used in RTAG meetings

| Acronym | Meaning   |
|---------|---|
| AC      | Activity Class                                      |
| AG2MM   | Awakino Gorge to Mt Messenger Programme             |
| AMP     | Asset or Activity Management Plan                   |
| BC      | Business Case                                       |
| CMP     | Corridor Management Plan                            |
| DC      | District council                                    |
| GIS     | Geographic Information System                       |
| GPS     | Government Policy Statement on Land Transport       |
| 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               |
| 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                                |
| TAIP    | Transport Agency Investment Proposal                |
| TEFAR   | Targeted Enhanced Financial Assistance Rate         |
| TP      | Transport Programme                                 |
| TRC     | Taranaki Regional Council                           |
| TSIG    | Transport Significant Interest Group                |
| VDAM    | Vehicle Dimensions & Mass                           |
| WAC     | Walking Access Commission                           |

## Agenda Memorandum

**Date** 27 March 2019



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

**Subject: Requests to vary the Regional Land  
Transport Plan for Taranaki: Mid-term  
Review 2018/19-2020/21**

**Approved by:** MJ Nield, Director – Corporate Services

BG Chamberlain, Chief Executive

**Document:** 2221801

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### Purpose

The purpose of this item is to seek Council approval of two requests to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*.

### Executive summary

Two requests have been received to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* (RLTP or the Plan), by adding new projects:

- From the NZ Transport Agency to add a new project, 'Taranaki State Highway LED Street Lighting Upgrade'
- From the New Plymouth District Council to add a new project, 'Coastal Pathway Extension from Bell Block to Waitara'

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

### Recommendations

That the Taranaki Regional Council:

1. receives the memorandum, Requests to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*
2. agrees to the requested variation to the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*, made by the New Zealand Transport Agency, to add a new project 'Taranaki State Highway LED Street Lighting Upgrade'
3. agrees to the requested variation to the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*, made by the New Plymouth District Council, to add a new project 'Coastal Pathway Extension from Bell Block to Waitara'

4. adopts these variations to the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* and forwards them on to the NZ Transport Agency.

## **Background**

The current *RLTP for Taranaki: Mid-term Review*, which covers the three-year period from July 2018 to June 2021, was adopted in June 2018.

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 for Taranaki: Mid-term Review 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. The variation is then forwarded by the Committee 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.

## **Taranaki State Highway LED Street Lighting Upgrade**

The NZ Transport Agency is seeking the inclusion of a new project in the current *RLTP for Taranaki: Mid-term Review*, to accelerate conversion of the region's stock of ageing existing streetlights to LEDs on the state highway network. This is envisaged to be undertaken in conjunction with the local roads LED conversion programme to gain efficiencies of scale. LED lighting is now proven and regarded as technically mature. The upgrade in Taranaki is part of a national programme of accelerating renewal LED conversion. The project is forecast to provide considerable energy and maintenance savings, contributing significantly to environmental sustainability and optimising funding objectives of the RLTP.

## **Coastal Pathway Extension from Bell Block to Waitara**

The New Plymouth District Council is seeking the inclusion of a new project in the current *RLTP for Taranaki: Mid-term Review*, to enable the extension of the New Plymouth Coastal Walkway for an approximately 12km length from Bell Block to Waitara. This is considered a priority project for the Council for progressing in the 2018/19 year, and will enable the district's active mode network to link New Plymouth (through Bell Block) to the Waitara township, safely away from State Highway 3. Extending this key walking and cycling facility is forecast to provide considerable direct and consequential benefits, which will contribute directly to a range of RLTP objectives as outlined in the attachments provided.

## **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.

Neither of these variation requests are considered to trigger the significance policy in terms of requiring that a new public consultation process is undertaken, most particularly on the following two points:

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

### **Support of the Regional Transport Advisory Group**

The Regional Transport Advisory Group (RTAG) for Taranaki considered these two variation requests at its meeting of 6 March 2019. 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 2215262: Request to vary the Taranaki RLTP - Taranaki State Highway LED Street Lighting Upgrade
- Document 2016490: Request to vary the Taranaki RLTP - Coastal Pathway Bell Block-Waitara extension

Document 2222037: Coastal Pathway Extension Bell Block to Waitara Strategic Case Beca  
Jun2018 Final

Document 2113024: Section 7.4 of the *RLTP for Taranaki: Mid-term Review 2018/19-2020/21*  
Significance Policy in relation to Plan variations

| <b>Request to vary the Regional Land Transport Plan for Taranaki 2015-2021</b>  |  |
|---|--|
| <b>Purpose:</b>   | 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> . |
| <b>Requesting organisation:</b>   | NZTA   |
| <b>Contact person/s:</b>  | Richard Ashman / Wayne Wallace   |
| <b>Variation request:</b>   | Add new project – Taranaki State Highway LED Street Lighting upgrade   |
| <p><b>Background to variation request</b></p> <p>General Circular Investment: No.15/01 dated on 4 March 2015 quotes that the Transport Agency will invest in an accelerated renewal LED conversion programme. This will be an improvement and as such will be funded under work category 324 Road Improvements. Approval would depend on certain conditions being met that includes receipt of an acceptable business case supporting the proposed investment.</p> <p>LED lighting is now proven and regarded as technically mature. Investment in LED is low risk but care is required when designing and installing to M30 – Specification and guidelines for Road Lighting Design and AS/NS1158 Road Lighting.</p>   |  |
| <p><b>Details of variation request</b></p> <p>The Taranaki Network team has been working with Specialist Energy Services and the region's Road Controlling Authorities (RCAs) to submit a business case in fast-tracking the conversion of the region's stock of ageing High pressure Sodium (HPS) and Metal Halide (MH) street lights to LEDs on the state highway network. This is envisaged to be undertaken in conjunction with the local roads LED conversion programme to gain efficiencies of scale. This joint RCA initiative (or adjoining NZTA region purchasing) could provide \$78,794 State Highway savings due to bulk purchase. Energy and maintenance savings from LEDs will accumulate to \$773,538 over 20 years for the State Highway. The cost of this conversion programme is 100% NZ Transport Agency funded.</p> <p>The Taranaki network covers approximately 533km that incorporates SH3, SH4, SH43, SH44 and SH45. In order to assess the savings and costs for renewals a physical count of the lighting stock was undertaken. This count has indicated that at present the network incorporates some 2,022 lights with a split of 212 LED and 1,810 HPS with the majority located in New Plymouth. The existing LED and those 40W luminaires (62 No.) located at pedestrian crossings, have been excluded from the business case.</p> <p>The estimated total cost for LED units, installation, spigot adaptors (PS), outreach modifications (PS), MSQA and column inspection (PS) is estimated at \$1,933,898.68</p> |  |
| <b>Location:</b>  | Taranaki State Highway Network   |
| <b>Scope and duration:</b>  | Implementation as above during 2019/20 and 2020/21   |

|   |   |  |                       |              |  |                      |               |                      |              |                 |               |
|---|---|--|-----------------------|--------------|--|----------------------|---------------|----------------------|--------------|-----------------|---------------|
| <b>Estimated cost/s:</b>  | \$2.0 million   |  |                       |              |  |                      |               |                      |              |                 |               |
| <b>Funding source/s:</b>  | N Funds (100%)  |  |                       |              |  |                      |               |                      |              |                 |               |
| <b>Links to Objectives &amp; Policies of RLTP:</b><br><i>Refer to Table 2 on page 42 of the Plan</i>  | By converting existing streetlighting to LED, this project will contribute significantly to RLTP objectives of improving energy efficiency/environmental sustainability and optimising funding – most specifically linking to Policies E1 and F1.   |  |                       |              |  |                      |               |                      |              |                 |               |
| <b>Impacts on RLTP:</b>   | The proposal does not negatively affect any other projects in the RLTP, nor affect the overall integrity/affordability of the Plan.   |  |                       |              |  |                      |               |                      |              |                 |               |
| <b>Relationship to the RLTP’s Significance policy on variations:</b><br><i>Refer to Section 7.4 on page 69 of Plan</i>  | The proposed change of adding this 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, as this is part of a national programme of accelerating renewal LED conversion, which is generally well accepted and supported as best practice. |  |                       |              |  |                      |               |                      |              |                 |               |
| <p><b>Process for consideration and approval of variation requests</b></p> <p>The current RLTP for Taranaki was approved in April 2015 (then revised by a mid-term review in June 2018) 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><b>Timeframes for consideration of variation request</b></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> <table border="1"> <tr> <td>Consideration by RTAG</td> <td>6 March 2019</td> <td rowspan="4"><i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i></td> </tr> <tr> <td>Consideration by RTC</td> <td>27 March 2019</td> </tr> <tr> <td>Consideration by TRC</td> <td>9 April 2019</td> </tr> <tr> <td>Forward to NZTA</td> <td>10 April 2019</td> </tr> </table>   |   |  | Consideration by RTAG | 6 March 2019 | <i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i> | Consideration by RTC | 27 March 2019 | Consideration by TRC | 9 April 2019 | Forward to NZTA | 10 April 2019 |
| Consideration by RTAG   | 6 March 2019  | <i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i> |                       |              |  |                      |               |                      |              |                 |               |
| Consideration by RTC  | 27 March 2019   |  |                       |              |  |                      |               |                      |              |                 |               |
| Consideration by TRC  | 9 April 2019  |  |                       |              |  |                      |               |                      |              |                 |               |
| Forward to NZTA   | 10 April 2019   |  |                       |              |  |                      |               |                      |              |                 |               |
| <p><b>Supporting attachments</b></p> <p>None required</p>   |   |  |                       |              |  |                      |               |                      |              |                 |               |





| <b>Request to vary the Regional Land Transport Plan for Taranaki 2015-2021</b>  |  |
|---|--|
| <b>Purpose:</b>   | 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> . |
| <b>Requesting organisation:</b>   | New Plymouth District Council  |
| <b>Contact person/s:</b>  | Rui Leitao   |
| <b>Variation request:</b>   | Add new project – Coastal Pathway extension, Bell Block - Waitara  |
| <p><b>Background to variation request</b></p> <p>The current (walking and cycling) active mode connectivity between Bell Block and Waitara is very limited and relies heavily on the very high risk State Highway 3 (SH3) corridor.</p> <p>This variation request is to enable the coastal pathway active mode network to be extended and link (New Plymouth and) Bell Block to the Waitara township, safely away from SH3.</p> <p>This is considered by the New Plymouth District Council as a priority project for progressing in the 2018/19 financial year.</p> <p>The indicative and detailed business case must occur as expediently as possible, with a view to a construction start in quarter 3, 2019.</p>   |  |
| <p><b>Details of variation request</b></p> <p>The Strategic Business Case [attached] for the pathway extension outlines the existing opportunities and the problems with active mode connectivity (walking and cycling focused) for the 12 km stretch between Bell Block and Waitara.</p> <p>An extension of the coastal pathway will encourage a greater active mode share (including mode shift), and increase the potential for cycling for work, as well as for education and recreational purposes. It is also highly likely to improve the cycle and walking safety environment for trips between New Plymouth and Waitara.</p> <p>The pathway extension will assist with issues of suppressed demand for walking and cycling due to the existing safety perceptions on SH3, current cyclist crash risk, inefficient or obstructed cycle transit, and improving the quality of the experience for commuter, and recreational cyclists.</p> <p>Wider consequential benefits exist in the form of providing low cost, healthy options to access work, greater access choices for education or social opportunities, and strengthened visitor/tourist offerings through an extended walking and cycling pathway with associated economic spinoff benefits.</p> |  |
| <b>Location:</b>  | Circa 12 km between Bell Block and Waitara   |
| <b>Scope and duration:</b>  | 2018/19/20   |

|   |   |
|---|---|
| <p><b>Estimated cost/s:</b></p>   | <p>Stage 1 – Indicative and Detailed Business Case \$330,000<br/>                 Stage 2 – Investigation, Design and Documentation phase \$825,000<br/>                 Stage 3 – Construction phase \$7,500,000 (estimated)</p>   |
| <p><b>Funding source/s:</b></p>   | <p>N Funds (NZTA) and L Funds (NPDC). Will be requesting Targeted Enhanced FAR subject to the Investment Assessment Framework.</p>  |
| <p><b>Links to Objectives &amp; Policies of RLTP:</b><br/> <i>Refer to Table 2 on page 42 of the Plan</i></p>   | <p>This project is aligned to four Objectives and Policies of the RLTP. They are:<br/>                 Objective 1 - An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness, and particularly Policy ref I2.<br/>                 Objective 2 – A safe transport network increasingly free of death and serious injury, and in terms of Policy ref S3.<br/>                 Objective 3 – A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation. This pertains to Policy ref A3.<br/>                 Objective 4 – An energy efficient and environmentally sustainable land transport system and described in Policy ref E1.</p> |
| <p><b>Impacts on RLTP:</b></p>  | <p>The proposal does not negatively affect any other projects in the RLTP, nor affect the overall integrity/affordability of the Plan – with this project specifically coming under the Walking and Cycling Improvements Activity Class.</p>  |
| <p><b>Relationship to the RLTP’s Significance policy on variations:</b><br/> <i>Refer to Section 7.4 on page 69 of Plan</i></p>   | <p>The proposed change of adding this 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. This project is part of NPDC’s Long Term Plan and is therefore part of the consultative and annual planning processes required through that. This project will assist the RLTP’s strategic goal for an increased provision of alternative modes, and improve the overall balance of activities to greater alignment with the revised GPS 2018.</p>  |
| <p><b>Process for consideration and approval of variation requests</b></p> <p>The current RLTP for Taranaki was approved in April 2015 (then revised by a mid-term review in June 2018) 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> |   |

**Timeframes for consideration of variation request**

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

|                       |               |  |
|-----------------------|---------------|--|
| Consideration by RTAG | 06 March 2019 | <i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i> |
| Consideration by RTC  | 27 March 2019 |  |
| Consideration by TRC  | 9 April 2019  |  |
| Forward to NZTA       | 10 April 2019 |  |

**Supporting attachments**

Bell Block to Waitara Walkway Extension Strategic Case (Beca, 2018)

Report

# Bell Block to Waitara Walkway Extension Strategic Case

Prepared for New Plymouth District Council

Prepared by Beca Limited

26 June 2018



## Executive Summary

This Strategic Case evaluates the strategic context and available evidence base for an investment in the extension of the New Plymouth Coastal Walkway (the Walkway) from its current terminus at Hickford Park to Waitara. This investment would extend the Walkway from the eastern edge of New Plymouth approximately 7 kilometres to the satellite township of Waitara. How this connection might be achieved remains an open question to be explored.

The investment proposes to provide an active mode transport link between Waitara and New Plymouth. The most direct transport link between Waitara and New Plymouth is presently State Highway 3 (SH3). SH3 experiences high volume of annual average daily traffic (AADT) and particularly high volume of heavy vehicle AADT. This high traffic volume creates safety risk for cyclists and walkers, and is believed to suppress active transport mode choice.

An indicative benefit-cost ratio (BCR) ratio of 2.36 - 3.46 has been estimated, indicating the proposal is likely to have a strong economic case. This BCR is based on safety and health benefits of cycling, and does not yet include tourism and other wider economic benefits.

The investment proposal aligns well with New Plymouth District Council's (the Council) and the New Zealand Transport Agency's (NZTA) current transport and infrastructure strategies. Funding for the investment proposal has been identified in the Council Long Term Plan.

The investment proposal is within an area of cultural significance for Puketapu Hapu. Some possible options for locating a walkway give rise to major concerns for Puketapu, and include significant elements such as an Urupa (cemetery) that is located in the area. The investment needs to factor in Council's heritage strategy and consider whether route options and the mode of investment will negatively impact heritage and cultural values of the area, including those of Puketapu. The Puketapu Urupa is listed as a heritage site in the New Plymouth District Plan.

This Strategic Case evaluation concludes that there is a strong case for investment in further business case analysis. **We recommend that the investment proposal progress to a Single Stage Business Case.** This is an opportunity to identify a preferred investment option, assess the costs and benefits of a preferred investment option, and to develop a plan for a potential investment.

## Revision History

| Revision N° | Prepared By   | Description  | Date       |
|-------------|---------------|--------------|------------|
| 1           | Paul Melville | Draft report | 26/02/2018 |
|             |               |              |            |
|             |               |              |            |
|             |               |              |            |
|             |               |              |            |

## Document Acceptance

| Action       | Name          | Signed   | Date      |
|--------------|---------------|--|-----------|
| Prepared by  | Paul Melville |    | 26/6/2018 |
| Reviewed by  | Krish Singh   |   | 26/6/2018 |
| Approved by  | Graham Spargo |  | 27/6/2018 |
| on behalf of | Beca Limited  |  |           |

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Where Beca has been provided with information by New Plymouth District Council staff, or where another party has supplied information to Beca on behalf of New Plymouth District Council staff, we have not sought to independently verify such information unless expressly included in the scope. To the extent any of the information provided is inaccurate or incomplete, the opinions expressed by Beca in this report may no longer be valid and should be reviewed.

While Beca has used all reasonable skills of a professional consultant in providing this report, which may include opinions and recommendations, Beca does not guarantee or otherwise warrant any particular outcome as part of the Services.

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# 1 Context

## 1.1 Purpose

New Plymouth District Council has commissioned Beca to prepare a Strategic Case assessment on a proposed extension of the Walkway from Bell Block Beach to Waitara (the Waitara walkway extension).

The purpose of a Strategic Case, within the Treasury or New Zealand Transport Agency business case process, is to outline the initial justification for investment and to confirm all key stakeholders are aligned on the problem(s) to be addressed and the risks and benefits associated with the investment. The Strategic Case undertakes this exercise before investment has been made in investigating solutions, to avoid investment of time and money in investigating proposals that are not robust and / or aligned to organisational overarching strategic direction.

## 1.2 Asset Description

The New Plymouth Coastal Walkway (the Coastal Walkway) is a 12.7km pedestrian and cycle path that forms an extensive sea-edge promenade stretching from Pioneer Park at Port Taranaki to the eastern side of Bell Block Beach with numerous pedestrian access points along the way.

Construction of the Coastal Walkway began in 1999. The first segment was opened in December 2003, and a later extension to Bell Block was opened in December 2010. The Walkway is utilised for walking, running, cycling, skating, or sightseeing. It is proposed that the walkway be extended to the east, from Bell Block to Waitara. Depending on the chosen route, the proposed extension could increase the Walkway to 20km and extend it following the coast or following inland routes from Bell Block to Waitara (Figure 1).

The most recent section of the walkway through Hickford Park and along Bell Block Beach was the subject of high community interest and public consultation. Tangata whenua played an important role and assisted with a cultural and ecological impact assessment of the options. The end decision was to construct the Coastal Walkway extension on an inland route away from sensitive areas.



Figure 1: Bell Block to Waitara General Location Map

## 2 Strategic Context

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This section outlines the existing organisational strategies in order to identify alignment of the investment proposal with the organisational strategic direction.

Overall, the investment proposal is highly aligned to Council plans and infrastructure strategies. There is potential for misalignment with the Council's heritage strategy.

### 2.1 Organisational Overview

The New Plymouth District is one of three districts within the Taranaki Region. It includes the city of New Plymouth and smaller towns including Inglewood, Oakura and Waitara. The district's population is estimated as 80,700 (2017). New Plymouth city is the main urban centre, home to approximately 60,000 residents. Waitara has approximately 6,000 residents. Four member Community boards are established for Waitara, Clifton, Inglewood and Kaitake.

### 2.2 Organisational Goals

#### 2.2.1 New Plymouth District Council Long Term Plan 2018 - 2028

The New Plymouth District Council is responsible for providing services including: local roads and footpaths; water; sewerage system; rubbish, recycling and landfills; parks and sports fields; recreation centres, libraries and pools; and, civil defence. The New Plymouth District Council Long Term Plan (LTP) acts as the council's statement of intent for the ten years from 2018-2028. The LTP consists of the 'Building a Lifestyle Capital' vision which supports three key outcomes:

- Putting People First, Aroha ki te Tangata
- Caring for Our Place, Manaaki Whenua, Manaaki Tangata, Haere Whakamua
- Supporting a Prosperous Community, Awhi Mai, Awhi Atu, Tatou Katoa

The Vision is implemented by the New Plymouth District Blueprint, which outlines eight key Directions. The investment proposal is supported by one of these Directions in particular: "Strengthening and connecting local communities (ensures that they become successful, safe and liveable environments for residents)".

Long Term Plan 2018 – 2028 has been adopted during the completion of this Strategic Case. 'Coastal Walkway Extension to Waitara' is listed in the LTP with a budget of \$8.5 million. This is made up of \$1.68 million in Financial Year 2019/20, and 6.87 million in Financial Year 2020/2021.

#### 2.2.2 District Plan

New Plymouth's District Plan names several issues that are relevant to the strategic case for an extension to the Walkway. The proposal supports **Issue 20: Traffic and Transport**: "*Safety and efficiency on the road transportation network for pedestrians and cyclists can be achieved by reducing the potential for conflict, or by separating them completely. The provision of cycle lanes, ... [is one] of the options available to avoid or remedy hazards for pedestrians and cyclists. It is also important to consider how the design and construction of new roads and/or improvements to the existing network will provide for these potentially incompatible activities*".

The proposal must be planned and designed in such a way that it improves, rather than worsens, other existing issues such as:

- Issue 11: Degradation of Heritage Resources
- Issue 14: Natural Values
- Issue 18: Public Access
- Issue 19: Tangata whenua

The District Plan also identifies a number of Wāhi Taonga (sites of archaeological significance to Māori) and grants these sites development protections.

Figure 2 displays the New Plymouth District Plan for the area near the Waiongana Stream. New Plymouth Airport runways can be seen in grey and the airport is labelled L107. SH3 is marked in pink (Devon Road). Triangles on Figure 2 represent Wāhi Taonga. Site 493 is a Puketapu Urupa. Other Wāhi Taonga in the area are mainly historical Pā sites.



Figure 2: New Plymouth District Plan for area near Waiongana Stream

### 2.2.3 Annual Plan (Budget) 2017/18

The Annual Plan (Budget) 2017/18 allocates \$200,000 for scoping a route for a Coastal Walkway extension to Waitara.

## 2.3 Alignment with Existing Strategies

### 2.3.1 Infrastructure Strategy 2018-2048

A 2018-2048 Strategy has been completed during the completion of this Strategic Assessment. This strategy identifies an extension of the Coastal Walkway to Waitara in the period 2018-2023 and notes an anticipated cost of \$8.5 million.

### 2.3.2 Tapuae Roa Make Way for Taranaki (Taranaki Regional Economic Development Strategy August 2017)

The 2017 “Make Way” Strategy aims to define and accelerate the transition to a Taranaki economy based on sustainable growth, resilience and people. Its Vision is “Attractive lifestyles; talented people; high-value economy”. The Strategy names Transport and “Connection” as key enablers to support this economic growth, which align with the proposal under consideration.

### 2.3.3 Heritage Strategy

The New Plymouth District Council Heritage Strategy has a vision of supporting “A district that values, recognises and cares for its heritage resources”.

The following goals of the strategy have been developed to represent the dual understanding of heritage and taonga tuku iho and reflect the strategic goals of the Tangata Whenua Heritage Reference Group:

- **Identification** - heritage is identified and documented.
- **Protection** - heritage has a level of protection that is relative to its significance and importance.
- **Maintenance** - heritage and heritage information is maintained, is accessible to view and appreciate and the public are aware and have an understanding of the district’s heritage.
- **Conservation** - natural heritage has a level of conservation that is relative to its significance and importance.
- **Interpretation** - heritage should tell a story. Telling the story or history of an item provides its context and improves appreciation and understanding of the item.
- **Valued** - heritage is valued and celebrated to ensure it is kept alive and remembered from one generation to the next.

### 2.3.4 Coastal Strategy

This Strategy reflects how the New Plymouth District’s community and council wish to see the coastal environment protected, used and managed in the future. It recognises the role played by the coastal environment in providing people with diverse recreational, cultural and natural experiences, and the importance of access to the coastal environment by walkers and cyclists.

### 2.3.5 Open Space, Sport and Recreation Strategy 2015

Objective 1.1 of this strategy is focused on how open spaces create an attractive living environment: specific goals are to “support a secondary network of movement (walking and cycling) by providing open space that connects to places” and to “prioritise connections alongside rivers, streams, the coast and between existing open spaces.”

### 2.3.6 Area Q (Wills Road to Airport Drive)

Area Q is a future residential growth area located between Wills Road and Airport Drive. This area has recently been rezoned as residential, which will yield more than 1,000 residential sections. Neighbourhood

parks, to provide for the open space needs of the community, are proposed to be funded with an estimated cost of \$2 million (the Coastal Walkway is specifically excluded from this figure).

The proposed Walkway Extension will provide an active transport link between Area Q and the central city, and also Waitara. This would be an alternative to using State Highway 3 or new local roads to be built within Area Q, linking to Bell Block. It will also be a step towards meeting the open space needs of the future residents.

### 2.3.7 Regional Policy Statement for Taranaki

The purpose of the Regional Policy Statement for Taranaki (2010) is to achieve the purpose of the RMA by providing an overview of the resource management issues for Taranaki and policies and methods to achieve integrated management of the natural and physical resources of the whole region. Any future direction must be consistent with the sustainable management policies of the RPS such as “maintaining and enhancing public access to and along the coastal environment”.

### 2.3.8 Cycling Strategy 2007, Regional Walkways and Cycleways Strategy for Taranaki 2007

Regional and District Cycling Strategies were developed in 2007. These were instrumental in the development and success of the existing pathway. They are now out of date, with the District Strategy first developed in 2004 and the Bell Block walkway completed in 2010. However, the themes, benefits and priorities identified remain relevant.

The New Plymouth Cycling Strategy recognised that: “Cycling has the potential to make a significant contribution to an integrated and sustainable transport system”. Its objectives were to:

- Increase the attractiveness and role of cycling as a transport mode in order to reduce the use of, and dependence on, private cars.
- Promote cycling as a leisure activity.
- Increase awareness of the importance of cycling, and hence its adoption, among all sectors of the population with particular emphasis on trips to work, schools, shopping, cultural and leisure activities.
- Ensure that access and movement by cycle to all developments is as safe, secure, convenient and attractive as possible.
- Ensure that policies to increase cycling and meet the needs of cyclists are fully integrated into the District Plan, road safety strategies and into all complementary strategies (including transport, environment and leisure strategies).

The regional strategic framework outlined six key themes for implementation including ‘walking and cycling opportunities alongside Taranaki’s unique coastal environment (noting that these opportunities may be limited by access and topography)’ and “On-road and off-road cycle opportunities throughout the region”

## 2.4 New Zealand Transport Agency strategic aims

The NZTA is responsible for giving effect to the Government Policy Statement (GPS), which sets out the government’s strategic direction for investment in the land transport network. This role extends from planning and funding activities, supporting public transport, building the networks that connect communities, to ensuring the people and vehicles that use the system are safe to do so.

### 2.4.1 Current Government Policy Statement on Land Transport

The current GPS (2015) on land transport contains the following strategic priorities:

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

**2.4.2 Draft Government Policy Statement (14 March 2018)**

The Government has indicated that transformation of the land transport system is a Government priority. The Government is currently reviewing and updating the GPS (which takes place on a 3-year cycle) and has released a draft GPS (GPS 2018) for consultation. This draft GPS is not presently government policy, but may be at the time of final investment approval for the investment proposal.

The draft GPS proposes four new strategic priorities:

- Safety
- Access
- Environment
- Value for money

Safety and access are the key strategic priorities for the Government. Access includes an objective of enabling transport choice and access. These key priorities are supported by the priorities of environment and value for money. Figure 3 provides an explanation of these draft priorities.



Figure 3 Strategic Direction of the draft Government Policy Statement on Land Transport 2018

### **2.4.3 Alignment with Government strategic priorities**

The investment proposal aligns closely with strategic intent of the NZTA and the objectives outlined in the draft government policy statement:

- The investment would provide a safe alternative to State Highway 3 for active mode commuters
- The investment would enable greater transport choice for Waitara residents
- Initial assessments suggest the investment would provide good value for money
- Increased active mode transport will likely reduce the environmental impacts of transport



## 3 Strategic Assessment

### 3.1 Investment Logic Mapping Session

A series of workshops were held on 4th and 26th April 2018. These workshops were designed to understand the problems encountered locally, and enabled concerns or opportunities of a walkway extension to be raised. Stakeholders were identified as those who would be affected by a walkway extension. At the first workshop it became apparent that Iwi and Hapu stakeholders held concerns that investment in a walkway extension may result in negative cultural outcomes. The first workshop became an opportunity to discuss the history of the investment proposal, the concerns stakeholders had, and how the business case process works.

An accredited Investment Logic Mapping practitioner facilitated an Investment Logic Mapping (ILM) session with stakeholders on the 26<sup>th</sup> of April 2018. The following stakeholders were represented at the ILM session:

- New Plymouth District Council
- New Zealand Transport Agency (NZTA)
- Waitara community board
- Te Ati Awa Iwi
- Puketapu Hapu
- New Plymouth Airport

The residents of Waitara were represented by the local Waitara Community Board. A copy of the ILM is attached in Appendix 1.

### 3.2 Defining the Problem / Opportunity

The problems identified during this process were as follows are contained in Table 1 below.

Table 1: Problem Definition

| Description  | Weighting |
|--|-----------|
| Problem 1: Poor route choice will unacceptably impact Puketapu heritage, natural resource & cultural values. | 40%       |
| Problem 2: Lack of safe, attractive walking / cycling routes hurts community & economic wellbeing.           | 25%       |
| Problem 3: Legacy transport networks make walking & cycling unattractive, and for those that do, unsafe.     | 35%       |

A large amount of discussion at the workshops focussed on the strong desire of the group to avoid unacceptably impacting Puketapu cultural values and protection of hapu resources. Puketapu cultural assets include a Marae and Urupa (cemetery) near the Waiongana Stream, and other associations in the area. It is likely that the coastal routes would encroach on these sites and cause dis-benefits.

The problem being addressed by investment focussed on the lack of safe and attractive walking and cycling routes between Waitara and New Plymouth. Presently, the only walking and cycling options are along State Highway 3. This State Highway has low shoulder width in many places, including three bridges.

### 3.3 Benefits and dis-benefits of investment

The key benefits identified through the ILM process are contained in Table 2. Design of an investment option which minimises dis-benefits from investment to a level acceptable to all key stakeholders is viewed as a minimum standard for the investment.

Table 2: Benefits from investment

| Description  | KPIs   | Weighting |
|--|--|-----------|
| Puketapu values upheld   | 1. Cultural impact is acceptable to all key stakeholders (potential dis-benefit) | 20%       |
|  | 2. Partnership strength improves   | 10%       |
|  | 3. Public knowledge of Puketapu history improves                                 | 10%       |
| Improved community & economic wellbeing  | 1. Wellbeing metrics increase (social, recreational, health)                     | 15%       |
|  | 2. Economy metrics increase (growth rates, property sales)                       | 10%       |
| Legacy transport networks make walking & cycling unattractive, and for those that do, unsafe | 1. Improved safety for walking and cycling                                       | 15%       |
|  | 2. Increased walking and cycling use   | 10%       |
|  | 3. Increase in satisfaction survey   | 10%       |

### 3.4 Status of the evidence base

The evidence available suggests investment in an extension to the Coastal Walkway is likely to have a favourable benefit-cost ratio. This judgement relies on evaluation work by NZTA and individual councils as to the benefits accruing from walkways / cycleway facilities developed around New Zealand, and experience with other walkway sections in New Plymouth. Monitoring information is available for the New Plymouth context, however limitations are present around economic and other community benefit analysis. Further evidence will be required to more accurately define costs and benefits during the development of any later business case phases.

#### 3.4.1 Current use of Walkway

The New Plymouth District Council operates pedestrian counters at three locations along the walkway, within a total of 28 counters across the district. These are at the Aquatic Centre (west walkway), the Te Henui Stream bridge (central walkway), and at Lake Rotomanu (east-central walkway).

At around 1000 persons per day, the Te Henui Stream counter shows the highest count across all 28 pedestrian counters operated by the Council. The counter shows slightly more pedestrians than three rail crossing that are also monitored, and substantially more pedestrians than other walkway and park sites.

Figure 4 displays daily Coastal Walkway traffic volume by year. This image shows that traffic is steady since the walkway was completed, with a small trend for increased use observed. Traffic volumes are highest at Te Henui Stream.

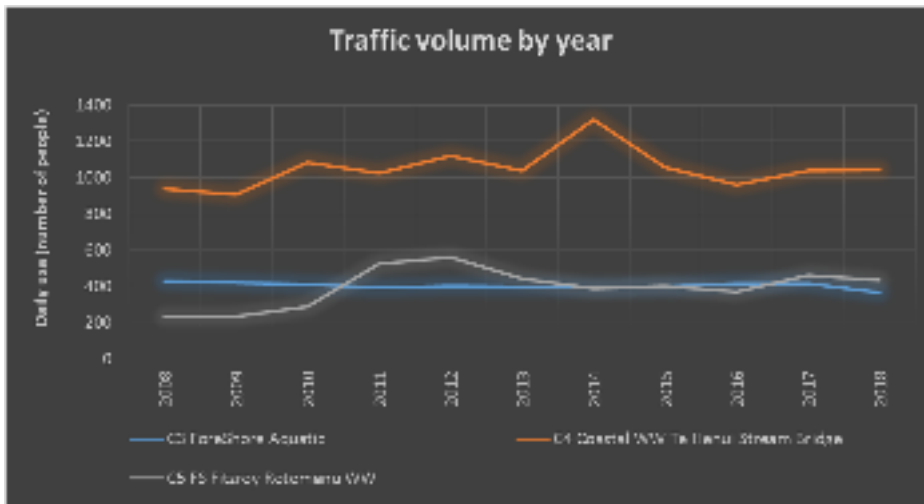


Figure 4: Coastal Walkway traffic volume by year

Figure 5 shows daily Coastal Walkway use by month. As could be expected, usage has a peak during the holiday months of December and January, and a trough in the wetter months May to September.

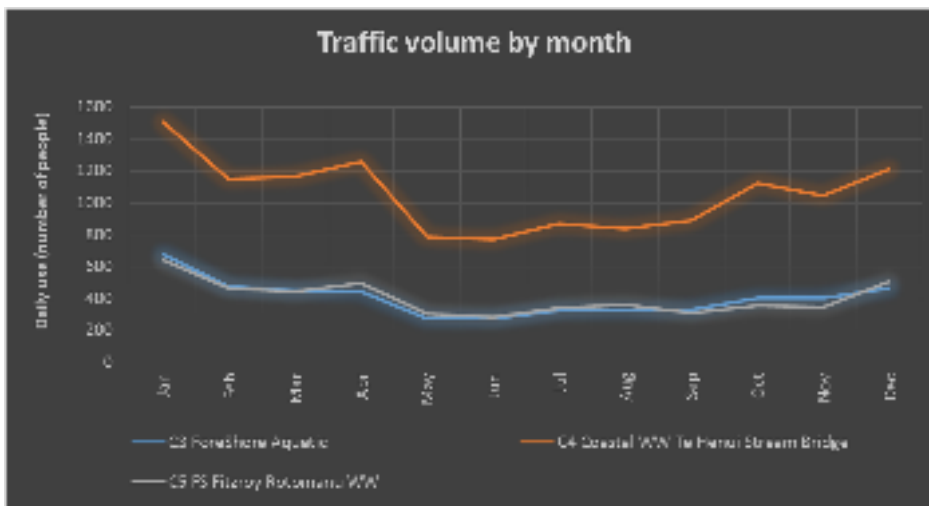


Figure 5: Coastal Walkway traffic volume by month

### 3.4.2 Reduced risk of death and injury, and increased access to active transport

The present primary connection between Waitara and New Plymouth is along State Highway 3 (SH3). Should a resident wish to cycle or walk between Waitara and New Plymouth, this is the most direct route.

SH3 between New Plymouth and Waitara is classified as a 'Regional Road' under the NZTA One Network Road Classification System (ONRC). This indicates a traffic volume of between 10,000 and 15,000 annual

average daily traffic (AADT). A 2017 traffic count on SH3 at Mahoetahi Road registered an AADT of 15,500 vehicles. 10% of the vehicle movements were 'heavy' vehicles. 1,500 heavy vehicle movements a day indicates the route is a highly significant national freight route.<sup>1</sup>

Heavy vehicles can pose extra risk for walkers and cyclists. This is partly due to the increased difficulty sighting walkers and cyclists from higher vehicles.

NZTA assesses the level of service of New Zealand roads using the New Zealand Road Assessment Programme (KiwiRAP). KiwiRAP provides a consistent assessment of the infrastructure safety level of New Zealand roads. SH3 between New Plymouth and Waitara has a KiwiRAP rating of 2-stars. This indicates the road has limited infrastructure safety including low shoulder width, and fails to achieve the level of service required for a Regional road. This is likely to pose further safety risk for cyclists and walkers. Figure 6 displays regional KiwiRAP ratings for comparison.

| Region             | Proportion in each Star Rating |            |            |           |           |
|--------------------|--------------------------------|------------|------------|-----------|-----------|
|                    | 1-star                         | 2-stars    | 3-stars    | 4-stars   | 5-stars   |
| Taranaki           | 0%                             | 59%        | 40%        | 1%        | 0%        |
| Manawatu-Wanganui  | 0%                             | 49%        | 51%        | 0%        | 0%        |
| Wellington         | 0%                             | 26%        | 38%        | 36%       | 0%        |
| <b>New Zealand</b> | <b>0%</b>                      | <b>39%</b> | <b>56%</b> | <b>5%</b> | <b>0%</b> |

Figure 6: KiwiRAP star ratings for Lower North Island

SH3 between Waitara and New Plymouth has a number of dangerous intersections which present risk for walking and cycling. The 2014 NZTA document "Top 100 High Risk Intersections" ranked intersections on this segment of road as the 8<sup>th</sup>, 18<sup>th</sup> and 64<sup>th</sup> most dangerous in New Zealand.<sup>2</sup> In addition to these intersections, there is also the major intersection between State Highway 3 and State Highway 3a.

There have been 17 recorded incidents involving cyclists on State Highway 3 between New Plymouth and Waitara over the last 5 years (2013 – November 2017). This includes one fatality in 2017. This fatality resulted from a heavy vehicle colliding with a cyclist.

It is likely that cycling volumes are suppressed on this road due to safety perceptions. This stretch of road has been labelled "Notoriously dangerous" by local media.<sup>3</sup>

SH3 between Waitara and New Plymouth is the subject of a separate business case under the NZTA Safe Roads Alliance. This business case process may lead to investment in safety improvements, including cycle

<sup>1</sup> The NZTA ONRC guidance requires movements of greater than 20,000 total AADT and 1,200 heavy AADT for the classification 'National – High Volume', the highest volume classification within the guidance. SH3 is likely classified as a Regional road due to not fulfilling the population criteria of a National road (linking to a city of greater than 100,000 people). The traffic volumes reported nevertheless indicate a high traffic road by New Zealand standards.

<sup>2</sup> New Zealand Transport Agency. (2014). *Top 100 High Risk Intersections*. Retrieved 6-12-2017 from: <https://www.nzta.govt.nz/assets/resources/high-risk-intersections-guide/docs/high-risk-intersections.pdf>

<sup>3</sup> Taranaki Daily News. (7-11-2017). *Person dead after ute and light truck collide on SH3 north of New Plymouth*. Retrieved 6-12-2017 from: <https://www.stuff.co.nz/taranaki-daily-news/news/98625883/car-and-cyclist-collide-on-sh3-north-of-new-plymouth>

facilities. A close dialogue is needed between the business case process for a Walkway Extension and the Safe Roads business case processes.<sup>4</sup>

### 3.4.3 Amenity value delivered to Waitara

New Plymouth Cycle Park (velodrome, enclosed road circuit, junior mini road circuit) and New Plymouth BMX club (and associated BMX track) are both located adjacent to the current terminus of the Walkway in Bell Block.

Extending the walkway to Waitara would provide active transport connectivity for these two cycle facilities to Waitara. This would provide Waitara users with a safe option for cycling to and from these facilities, and greater access to these sports facilities.

### 3.4.4 Connecting current Walkway to facilities in Waitara and surrounding area

The extension would bring visitors to Waitara's West Beach and Marine Park and link the Walkway to the existing Waitara River heritage trail (this trail is not a formal walkway, although a concept has been proposed, see Appendix 2).

This will provide benefits to users of the Walkway originating from New Plymouth to Bell Block, and potentially provide economic benefits to Waitara in the form of increased visitor numbers and spending.

### 3.4.5 Socio-economic benefits

Figure 7 displays socio-economic data for the communities along the extent of the proposed extension. Average New Plymouth District household income in the 2013 census was \$59,000. Waitara West household income is 35% lower than district average, and Waitara East is 25% lower. Māori ethnicity is strongly represented in Waitara.

There are likely to be socio-economic benefits by providing greater connectivity between the Waitara community and New Plymouth and greater access for the Waitara community to New Plymouth amenities and employment.

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<sup>4</sup> SH3 from Waitara to SH3/SH3A intersection is being delivered by Beca. SH3 from SH3/SH3A intersection to New Plymouth is being delivered by Stantec.

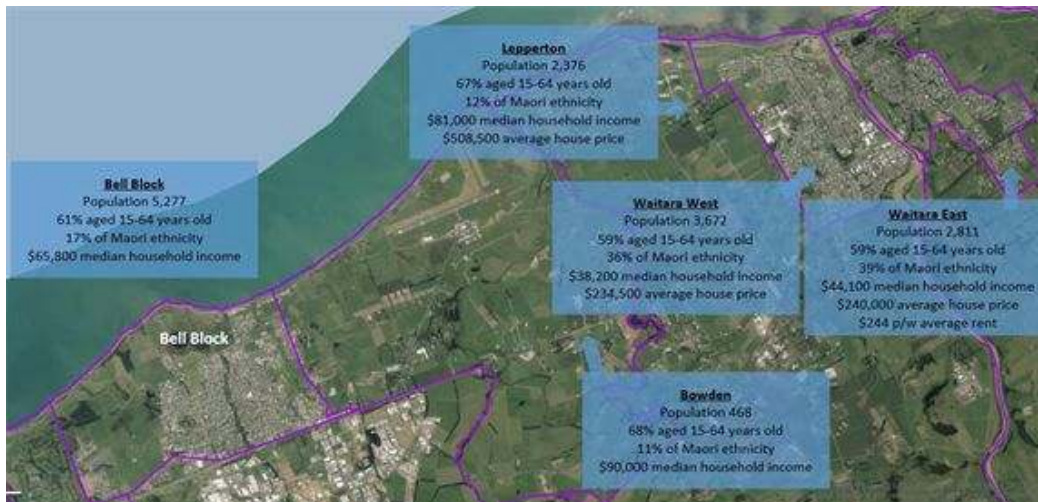


Figure 7: Demographic information for Corridor (Statistics New Zealand 2013, CoreLogic house price data)

At present, there are 5 daily buses from Waitara to New Plymouth, with the only service arriving in New Plymouth prior to 9am departing Waitara at 7:10am. A safer more attractive cycleway connection would provide greater employment access choice in particular for those without access to a private motor vehicle. At around 15km/hr a cyclist will take around 25 minutes to get from Waitara to Bell Block, suggesting active transport may be a viable option for Waitara residents.

### 3.4.6 Puketapu cultural values

The area has a rich cultural history. The area between Bell Block and Waitara is the rohe of Te Atiawa (Taranaki) iwi and the Puketapu hapu, and is believed to be the first area settled by Maori on this coast.<sup>5</sup>

This Strategic Assessment has identified Puketapu cultural values through direct consultation with Hapu representatives and material provided by the Council. These representatives have in particular emphasised the presence of an Urupa (cemetery) and Tangi ground in the area near Waiongana Stream.

New Plymouth District Council have commissioned a Cultural Values Statement expected for completion in September 2018. This Cultural Values Statement will also inform a potential future Single Stage Business Case (SSBC). The Problem Definition can be modified as required during the SSBC.

## 3.5 Risks of Investment

The key risk of investment is the potential to negatively impact cultural values in the area, in particular, values associated with key historical sites of Puketapu.

Route selection is the key variable that will prevent, or drive, negative cultural impacts and would be addressed in later phases of business case and statutory approvals assessment.

<sup>5</sup> <https://www.stuff.co.nz/taranaki-daily-news/news/93754760/coastal-walkway-extension-from-bell-block-to-waitara-proposed> and see, <http://www.tkm.govt.nz/iwi/te-atiawa-taranaki/#>

Route selection risks were also highlighted by the airport.

### 3.5.1 Cultural sites

The extension of the Coastal Walkway to Waitara has the potential to impact Puketapu cultural values, depending on the route chosen and measures adopted to preserve Puketapu cultural sites and values.

As is the case with Resource Management Act related assessments, there is the strong possibility that cultural impacts and benefits will only partially be captured in a Benefit Cost assessment. A single stage detailed business case will need to carefully consider the cultural impacts of various investment options. We recommend that a multi-criteria analysis is used informed by the Cultural Assessment work.

Cultural impacts should be viewed as a 'gateway' within the assessment of different investment options. For example, options that have unacceptable cultural impacts should be excluded on this basis alone, prior to proceeding to assessment of other costs and benefits.

### 3.5.2 Fishery pressure

Puketapu Hapa expressed concern that a coastal track would increase access to the coast for fishing and diving, therefore placing increased pressure on the reef and local fishery. Hapu currently manage fishing by shifting between different reefs over time.

### 3.5.3 Environmental concerns

Environmental concerns have been raised in relation to the wider environmental impact of a coastal route, including litter and human waste, and impacts on the river bed and river banks from people swimming.

### 3.5.4 Impact on New Plymouth Airport

New Plymouth Airport has noted safety and security concerns to its daily operations with some route options.

### 3.5.5 Uncertainty in the likely usage of an extension to the Coastal Walkway

Present use of active transport on State Highway 3 and 3a between Waitara and New Plymouth is understood to be very low. Present use is understood to be suppressed by safety concerns associated with active transport on the State Highway 3 and 3a. Current use of active transport is likely to be a poor proxy of potential use, given the current safety concerns.

The existing Coastal Walkway receives between 400 – 1000 users per day, depending on location, as evidenced by the three counters in operation on the Walkway. This may be a more accurate proxy for potential usage of a Walkway Extension, however this also has a degree of uncertainty: it is unclear if the smaller population centre of Waitara will provide the same level of patronage, and there is also the potential for offsetting to occur whereby availability of a Bell Block to Waitara segment may reduce patronage on the existing segment.

Workshop participants noted investment risk over how the Walkway Extension location may impact patronage. Routes that were considerably inland, particularly if the route was adjacent to SH3, were perceived as likely to lead to a less attractive option for Walkway users, and be less likely to receive high patronage compared to routes closer to the coast. While this was the opinion of the workshop participants, more analysis is needed to confirm this assumption.



### 3.6 Cost of Investment

Initial estimates of the capital cost of this investment, including both land acquisition and construction, suggests an investment in the order of \$4.5 to \$6 million.

Maintenance costs are estimated in the order of \$100,000 to \$150,000 per annum. This estimate is based on extrapolating maintenance costs of the existing coastal walkway.

### 3.7 Indicative Benefit-Cost Ratio

An economic evaluation of walking and cycling in the New Plymouth district in 2015 calculated a Benefit Cost Ratio (BCR) for the existing Coastal Walkway of 3.2 – 3.9.<sup>6</sup> This included a present value of costs of \$16 million and a present value of benefits of between \$50 and \$62 million.

An indicative BCR of better than 2.3 for a Walkway extension is calculated by Beca utilising the NZTA Economic Evaluation tool. This BCR was based on an assumed minimum 100 cyclists per day using the Walkway Extension (noting the current Walkway has between 400 – 1000 walkers and cyclists per day at various locations). This BCR value is indicative only and will change as further analysis is undertaken and assumptions are validated. This initial BCR does indicate a high potential for favourable economic evaluation during a Single Stage Business Case.

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<sup>6</sup> Abley Transportation Consultants. (2015). *Districtwide Economic Evaluation of Walking and Cycling: New Plymouth District Council*.



## 4 Key Findings

This Strategic Case concludes that investment in a Coastal Walkway aligns closely with New Plymouth District Council and NZTA strategic goals. Progressing this investment will require care over potential for cultural impacts for local iwi, as well as security and operational needs of the Airport.

Further investigation on improvements to SH3 and the timelines would be included in the scope for the development of this case.

The investment provides a benefit-cost ratio likely to meet investor requirements, and to potentially be affordable in terms of Council and / or NZ Transport Agency assessment processes.

We recommend a **Single Stage Business Case** is conducted to further assess and develop a potential investment plan for a Coastal Walkway Extension.

Figure 8 outlines the potential phases and possible development paths of a business case.

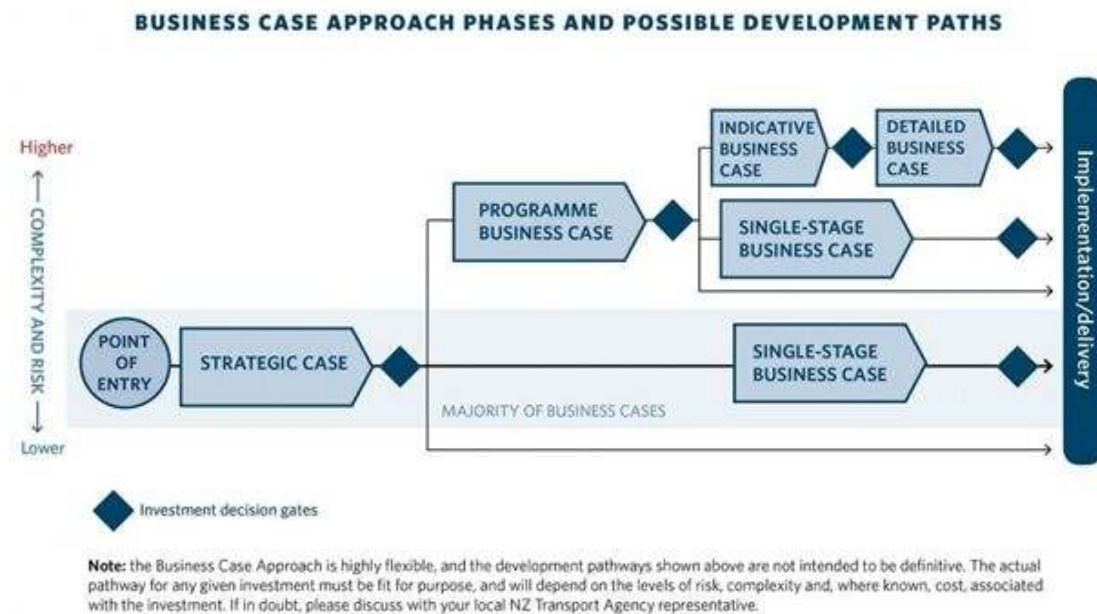
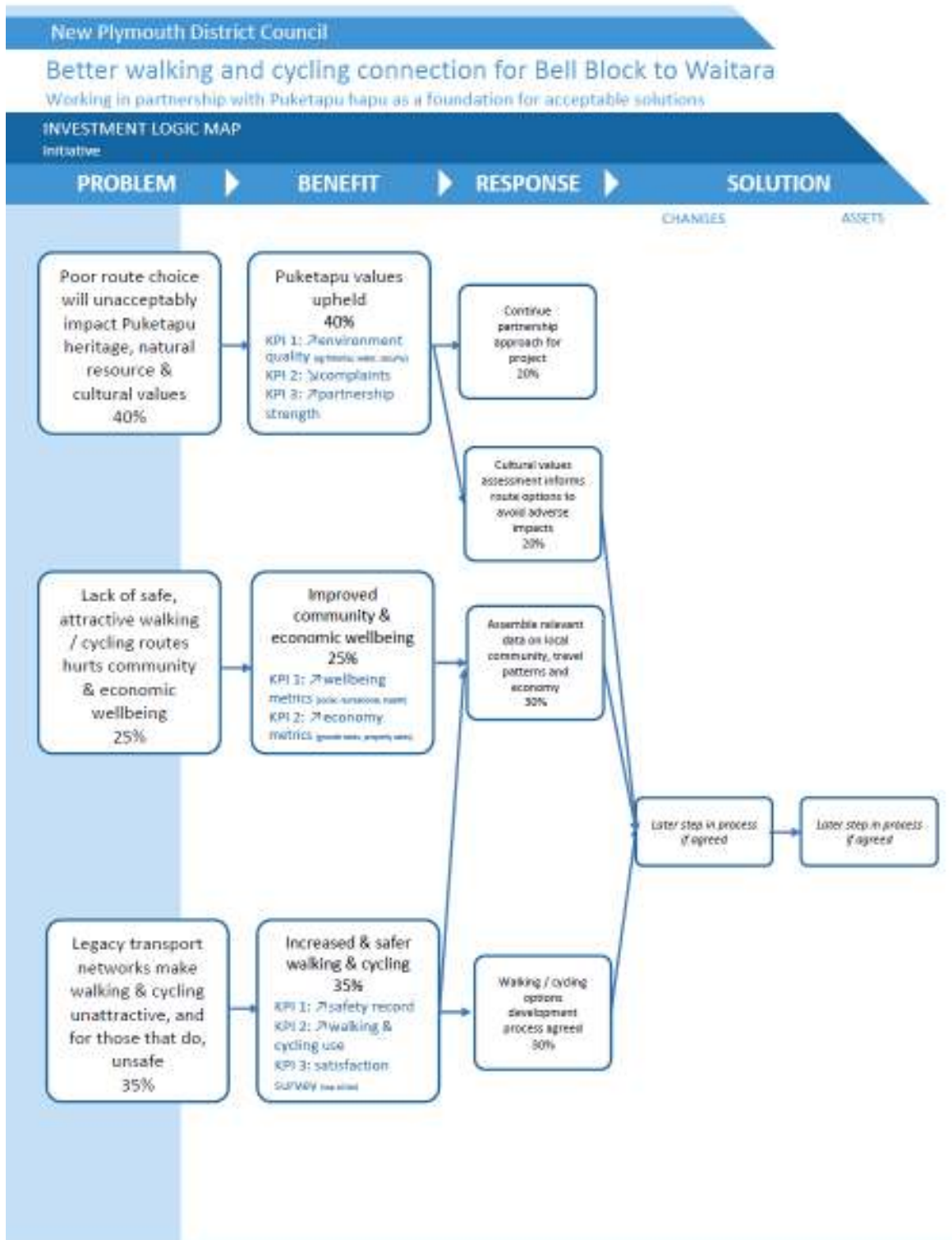


Figure 8: Potential paths for business case development (NZTA)

Appendix 1

## Investment Logic Map





Investor: Juliet Johnson on behalf of New Plymouth District Council  
 Facilitator: Graham Spargo  
 Accredited Facilitator: Yes / No

Version no: 0.2  
 Initial Workshop: 04/04/2018  
 Last modified by: Graham Spargo 23/05/2018  
 Template version: 6.0

Appendix 2

## Waitara River Walk Concept







## 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.

## Agenda Memorandum

**Date** 27 March 2019



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

**Subject: SH43 Improvement Project**

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

**Document:** 2222425

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### Purpose

The purpose of this item is to provide an opportunity for NZ Transport Agency representatives to update Members on the State Highway 43 (SH43) Improvement Project, which includes looking into the potential benefits of sealing the final 12km section of the highway through the Tangarakau Gorge.

### Recommendations

That the Taranaki Regional Council:

1. receives and notes the update provided by the NZ Transport Agency on the State Highway 43 Improvement Project
2. receives and notes the *SH43 Forgotten Highway - Workshop 2 Report - Prepared for NZTA by Urban Connection, February 2019*.

### Background

Members will recall that Provincial Growth Fund (PGF) support was announced in April 2018 develop a single stage business case to outline potential improvements to the safety and reliability of SH43.

The media release at the time is noted below for ease of reference.

6 April 2018

#### **Putting the focus on the Forgotten World Highway**

##### *Regional Economic Development*

The Provincial Growth Fund (PGF) will invest up to \$400,000 to determine the value of State Highway 43 to Taranaki's economy, particularly in the tourism sector, Regional Economic Development Minister Shane Jones says.

The investment into SH43 - better known as the Forgotten World Highway - will occur ahead of a possible multi-million dollar upgrade to the road.

“Connecting Stratford with Taumarunui for about 149km, SH43 is an increasingly popular road trip for visitors,” Shane Jones said.

“It is also an important freight route for beef, lamb and dairy products, a burgeoning local Mānuka honey industry and a number of radiata pine forests, which are due to be harvested in coming years.

“A 12km section of the highway through the Tangarakau Gorge remains unsealed. Sealing this area would boost its value as a link between Taranaki and the central North Island, and could play a role in bringing more visitors to the region.

“With funding committed to upgrading the Taranaki Crossing, an improved SH43 would provide a direct link between that walk and the Tongariro Crossing, and make it easier for more visitors to access a relatively remote part of New Zealand.

“SH43 takes you through some wild and beautiful parts of Taranaki, but it’s not an easy drive, especially for overseas motorists who aren’t used to driving on unsealed roads.

“This preliminary work will identify the likely economic benefits of an improved SH43, and the costs, and assess how upgrading it can ensure SH43 preserves its character as one of New Zealand’s most unique state highways,” Shane Jones said.

While earlier studies have investigated sealing the final 12km, this work will also look into improving resilience and safety on SH43, as well as improving signage, road markings and looking at speed management along the route.

The project outline given at [www.nzta.govt.nz/projects/sh43-forgotten-world-highway/](http://www.nzta.govt.nz/projects/sh43-forgotten-world-highway/) notes that some of the issues being looked at include sealing the 12km unsealed section of the Tangarakau Gorge, identifying opportunities to improve safety and resilience along the route.

Members will recall that they received a verbal update on the first stakeholder workshop (held on 15 November 2018 at Stratford District Council) at their 28 November Committee meeting.

A second stakeholder workshop was held on 7 February 2019 at Stratford District Council. Attached for Members information is a report summarising the session.

Ross I’Anson (Acting Director Regional Relationships, Central North Island) will speak to this agenda item, supported by other NZ Transport Agency staff as appropriate.

### **Next steps**

The NZ Transport Agency will take the recommended options to the community to seek their feedback. In summary these options are:

- Sealing the 12km unsealed section through the Tangarakau Gorge
- Develop a preventative maintenance programme to address potential issues before they become a problem
- Safety improvements along the route such as better road marking, more warning signs and pullover bays to allow vehicles to pass
- Install solar-powered lights and cyclist warning signs in the Moki Tunnel
- Work with phone companies to ensure mobile phone coverage is available along SH43.



The Agency expect to start the community feedback process in late March 2019, with the business case finalised by the middle of the year.

### **Decision-making considerations**

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

### **Financial considerations—LTP/Annual Plan**

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

### **Policy considerations**

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

### **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 2224137: SH43 Forgotten Highway - Workshop 2 Report - Prepared for NZTA by Urban Connection, February 2019



## **Workshop 2 Report**

SH43 Forgotten Highway Single Stage Business Case  
Prepared for NZ Transport Agency

February 19

## Executive Summary

The second Stakeholder workshop for the Single Stage Detailed Business Case on SH43 Forgotten World Highway was held on 7<sup>th</sup> February at Stratford District Council.

The workshop recapped on the outcomes from Workshop 1 and then presented the findings from the investigations and evidence gathering that had been undertaken since Workshop 1.

Several options covering the full extent of the route were discussed in depth and the estimated \$40m tourism benefits that could be available to the region following key transport improvements.

It was clearly signalled by Stakeholders that the key enabler for achieving this tourism benefit was the sealing of Tangarakau Gorge and this formed a major focus during the workshop.

While several other options were also strongly supported for the route, these were considered supporting measures to the Gorge sealing which stakeholders confirmed should take precedence.

It was noted that sealing the Gorge is not without its challenges and earlier investigations have identified significant environmental constraints which has strongly influenced development of Option 2. This Option is the strongest performing option and typically achieves a 5m sealed pavement with supporting safety improvements and associated drainage, likely to cost in the order of \$12M.

Other options that have been supported to move through to the final stage include improved Way finding and storytelling along the route, passing opportunities and improved rest facilities and stopping areas.

Safety Improvements along the route including improved lighting and cycle activated warning signs at Moku Tunnel, along with improved route delineation, speed management, safety barriers and improved sight benching. The identified safety package is in the order of \$3M.

Improved resilience planning, preventative maintenance and Cellphone coverage was also promoted.

Concern was raised that sealing the Gorge has been a long standing regional priority which has never been previously funded. To this end, Stakeholders stressed that the NZ Transport Agency would need to act promptly if the aim is to take advantage of the current Provincial Growth Fund, a funding mechanism which potentially will not be available in the future.

The preferred options are due to go out for public consultation in March 2019 with the business case due for completion Mid 2019.

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## 1. Introduction

### 1.1. Workshop Details

Workshop 2 for the SH43 Forgotten World Highway Single Stage Business Case was held on 7 February 2019 in Stratford.

Building on from the first workshop where the strategic problem statements were confirmed and a longlist of options developed, Workshop 2 presented the evidence and findings as each option was further investigated. This was an opportunity for stakeholders to ‘test’ there was a clear link back to the problems and that this was supported by evidence. Outcomes sought were to have a clear view of the preferred programme of works (strongest options) to put up as part of the business case.

### 1.2. Key Stakeholders

Details of key stakeholders who were invited and/or attended are provided in Appendix A.

Representatives from the following organisations attended;

- AA
- DoC
- Forgotten World Adventures
- Horizons
- MSD
- National Road Carriers
- NZ Police
- NZ Transport Agency
- Road Safety Coordinator
- Sport Taranaki
- Stratford District Council
- Taranaki Regional Council
- Te Pune Kokiri
- Venture Taranaki

Table 1 details the project team staff who attended the workshop.

| Name            | Organisation             | Position             |
|-----------------|--------------------------|----------------------|
| Aaron Champion  | Urban Connection Limited | Project Manager      |
| Tony Harrison   | Urban Connection Limited | Technical Advisor    |
| Karen Kiriona   | Urban Connection Limited | Support              |
| Adrian Bathgate | NZ Transport Agency      | Comms & Engagement   |
| Julian Moore    | HenleyHutchings          | Economics Consultant |

*Table 1 Project Team*

## 2. Recap – Process and Workshop 1

During Workshop 1, the original strategic problem statements developed at a regional level were refined to a corridor level. In groups we revisited and enhanced the problem statements, looking closely at each section of the corridor (8 sections & attributes). A 'Long List' of options were developed and a revised Investment Logic Map (ILM).

| Section   | Description                                 | Length (km) |
|-----------|---|-------------|
| Section 1 | Stratford to Toko                           | 9.8         |
| Section 2 | Toko to Douglas                             | 8.1         |
| Section 3 | Douglas to Strathmore                       | 12.6        |
| Section 4 | Strathmore to Whangamomona                  | 31.1        |
| Section 5 | Whangamomona to start of Tangarakau Gorge   | 21.3        |
| Section 6 | Tangarakau Gorge to end of Gorge (Unsealed) | 12.4        |
| Section 7 | End of Gorge to Mangapara Road              | 14.1        |
| Section 8 | Mangapara Road to Taumarunui                | 39.2        |

*Table 2 SH43 Project Sections*

Many of the options were route / section treatments with similar themes rather than specific project options resulting in a relatively short 'Long List'. The preference from Stakeholders at Workshop 1 was to see all the options make it through to the shortlist for robust investigation.

| Option | Description   |
|--------|---|
| 1      | Cycle lanes / pedestrian facilities   |
| 2      | single lane bridge upgrade  |
| 3      | Slow vehicle bays / pull off areas,   |
| 4      | Signage,  |
| 5      | Safety (barriers, minor curve improvements, way finding signage / route, raise from 2 star KiwiRap to 3 star) |
| 6      | Preventive maintenance / resilience,  |
| 7      | Lift maintenance level of service   |
| 8      | Tunnel widening, tunnel improvements,   |
| 9      | Mobile phone coverage   |
| 10     | Sealing the Tangarakau Gorge – 2 options (as is with minor improvements or 6m full length),                   |
| 11     | Improve alignment on approach to 1 lane bridges,  |
| 12     | RS97/2.5 One lane and blind corner,   |
| 13     | Whangamomona Saddle improvements,   |
| 14     | Paparata Saddle improvements  |

*Table 3 Schedule of unique options identified for the corridor*

This outcome presented the opportunity to go directly from a long list to the preferred options, effectively streamlining the Business Case Process, removing the need to hold an additional stakeholder workshop for confirming a short list.

### 3. Investigations and Evidence

A large part of this workshop focused on sharing the detailed evidence and investigations which had been carried out since the first workshop. As a group, we used the evidence to test the original problem statements and identify strong performing options from the long list.

The evidence covered;

- Resilience modelling of SH43
- Historic closures to date, financial impacts and detours
- Maintenance expenditure and emergency works
- Safety performance, including Personal and Collective Risk and KiwiRAP
- Rental vehicle suppliers and varying restrictions for use on unsealed roads
- Wider economic benefits from potential upgrades
- Environmental effects in the Gorge and over the saddles

All of this evidence is covered in the respective technical reports which will be included as part of the SSDBC.

#### 3.1. Key Findings

While the evidence and investigations undertaken are extensive, covering the full length of the route, the key standout findings are as follows;

- **Resilience** - On average, SH43 is closed 3 days a year. This can result in approx. 440 vehicles being detoured over the 3 days with each vehicle experiencing an additional 45 mins journey time. This equates to a whole of life (40 years) cost of \$215k.
- **Safety** - The route has a total of 2.3 DSI crashes per annum (10-year annual average) which results in a low collective risk, with varying levels of personal risk along its length.
- **Economic** - \$40M tourism benefit is estimated from sealing the gorge and providing more stopping and passing opportunities.
- **Ecology** - Significant and threatened ecosystem types/habitats (One Plan) are present on both road sides through the Tangarakau Gorge, with clearance of old-growth forests likely to be inappropriate in RMA terms. Furthermore, waterways flow through conservation estate and present potential habitat for threatened fish species.



## 4. Option Assessment

As an output from Workshop 1, 14 unique projects were identified, applying to 1 or more sections of the route. While all were investigated further, similarities/trends led to a natural blend of like endeavours which are now presented under 8 separate titles.

### 4.1. Multi Criteria Analysis

In selecting the best performing options, a multi-criteria assessment was undertaken, considering the 3 strategic imperatives developed through the ILM as well as other social and environmental responsibilities.

|     |                             |
|-----|-----------------------------|
| ✓✓✓ | Substantial positive effect |
| ✓✓  | Moderately positive effect  |
| ✓   | Minor positive effect       |
| -   | Neutral                     |
| ✗   | Minor adverse effect        |
| ✗✗  | Moderately adverse effect   |
| ✗✗✗ | Substantial adverse effect  |

Figure 1 MCA Scoring Framework

| Key Result Area | Project Objective  | Measure   |
|-----------------|--|---|
| Resilience      | Strengthen resilience to weather events and disruption                     | <ul style="list-style-type: none"> <li>Reduce frequency and duration of road closures</li> </ul>                    |
| Safety          | Improve safety of SH43 particularly between corridor sections 3,4,5 and 6. | <ul style="list-style-type: none"> <li>Increasing <u>KiwiRAP</u> rating</li> <li>Reducing number of DSIs</li> </ul> |
| Efficiency      | Removing travel impediments along the corridor                             | <ul style="list-style-type: none"> <li>Tourism spend \$</li> <li>Increasing traffic volume</li> </ul>               |

Table 4 Strategic Transport Objectives

| Key Result Area           | Project Objective   | Measure                                   |
|---------------------------|---------------------|---|
| Natural Environment       | Water Quality       | • Surface water impacts                   |
|                           | Hydrology           | • Effects on hydrological processes       |
|                           | Freshwater Ecology  | • Extent of risk on freshwater ecology    |
|                           | Terrestrial Ecology | • Extent of risk on terrestrial ecology   |
| Cultural and Heritage     | Cultural            | • Effects on Cultural Values              |
|                           | Arch' and Heritage  | • Sites/areas of cultural significance    |
| Human Health              | Noise               | • Impact of noise on sensitive receivers  |
|                           | Contaminated Land   | • IHL sites                               |
| Social                    | Social              | • The extent of social impact             |
| Landscape and Visual      | Landscape           | • Effects on Landscape Values             |
|                           | Visual Amenity      | • Effects on Visual Amenity               |
| Infrastructure & Building | Infrastructure      | • Effect on other existing infrastructure |
|                           | Land                | • Effect on other property                |

Table 5 Social and Environmental Impact

| Key Result Area       | Project Objective | Measure   |
|-----------------------|-------------------|---|
| Technical Feasibility | Geotechnical      | • Geotechnical considerations that will effect the implementation           |
| Safety in Design      | Safety            | • Safety implications during the construction, operation and end of life    |
| Cost                  | Cost              | • Cost estimates based on concept designs and assumptions.                  |
| Economic              | Economic          | • Estimate likely indicative benefits and cost benefit ratio where possible |

Table 6 Implementation

## 4.2. Walking and Cycling

### 4.2.1. Option Description

Stakeholders in Workshop 1 identified a specific need to improve cycling/footpath facilities with the development of a 2.2km pathway between Toko School and the Toko village itself.

### 4.2.2 Option Assessment

Typically, a suitable, adult based, journey would cover a maximum distance of 2km (15 mins). A child would need to live within a suitable distance to the school (less than 2km) plus have suitable facilities. The absence of any one aspect would reduce the likelihood of walking and cycling significantly.

A spatial mapping analysis has been undertaken of enrolment to the school to determine the actual distance pupils need to travel. As an outcome of this it was determined that 6 of the 140 children attending the school would be the potential beneficiaries of the 2.2 km walk way/cycleway.

The project had an estimated cost of \$450k to construct a 1.5m limestone pathway.

### 4.2.3. Stakeholder comments from workshop

- There was a consensus from stakeholders that this would not be a wise use of funding.
- While most children at the school do have bikes, the question was raised as to this being the right locality for a pathway.

## 4.3. Single Lane Bridge Upgrade

### 4.3.1. Option Description

The existing 18m single lane bridge (Section 1 SH43) is sandwiched between 2 x 45km/h Curves, including the intersection with Beaconsfield Road. This is the only single lane bridge at the Stratford end of SH43 and was identified as a route constraint, especially with forecast logging activity.

3 options were assessed against the existing (Do min) as illustrated in Figure 2 below.



Figure 2 Single Lane Bridge Upgrade Options

### 4.3.1. Option Assessment

| Option Description   |  |
|--|--|
| Option 1<br>Realignment to the East (Blue)<br>New 65m bridge constructed off line  | <ul style="list-style-type: none"> <li>Removes 45km/hr curves and single lane impediment</li> <li>Improved travel efficiency</li> <li>Expected to prevent 4 DSI crashes over the next 40-year period (1 every 10 years)</li> <li>BCR range 0.9 – 1.2 being a low return on investment</li> </ul>                 |
| Option 2<br>Realignment to the West (Pink)<br>New 105m bridge constructed off line | <ul style="list-style-type: none"> <li>Removes 45km/hr curves and single lane impediment</li> <li>Improved travel efficiency</li> <li>Expected to prevent 4 DSI crashes over the next 40-year period (1 every 10 years)</li> <li>Impacts on the existing cemetery – <b>Significant adverse effect</b></li> </ul> |
| Option 3<br>New single bridge adjacent to existing (Grey)                          | <ul style="list-style-type: none"> <li>Removes single lane impediment</li> <li>Very little travel time improvement</li> <li>Positive BCR, however, doesn't deliver on strategic imperatives.</li> </ul>  |

Table 7 Single Lane Bridge Option Assessment

#### Best Performing Option – Option 1 (Blue)

|                 | Transport  |        |            | Social & Environmental |          |        |        |        |        | Implementation |    |        |          |        |
|-----------------|------------|--------|------------|------------------------|----------|--------|--------|--------|--------|----------------|----|--------|----------|--------|
|                 | Resilience | Safety | Efficiency | Natural                | Cultural | Health | Social | Visual | Land   | Feasibility    | MO | Cost   | Benefits | BCR    |
| Option 1 - Blue | Green      | Green  | Green      |                        |          |        |        |        | Yellow |                |    | Yellow | Green    | Green  |
| Option 2 - Pink | Green      | Green  | Green      |                        |          |        |        |        | Red    |                |    | Yellow | Green    | Yellow |
| Option 3 - Grey | Green      | Green  | Green      |                        |          |        |        |        | Yellow |                |    | Yellow | Green    | Green  |

Figure 3 MCA Assessment of Single Lane Bridge Options

Overall, while option 1 is the best performing, the traffic volumes are still relatively low with the option returning a very low return in the early years. This indicates this would potentially be better off being deferred to a future point, as opposed to being advanced in the short term.

### 4.3.2. Stakeholder comments from workshop

- Of interest to note - the bridge was opened 1907
- General agreement that Option 1 is the most preferred
- Perhaps not so high on the list of priorities given an estimated \$3.2M price tag

## 4.4. Mobile Phone Coverage

### 4.4.1. Option Description

Given the current area of coverage provided by Spark (Vodafone is similar) improved coverage was identified for SH43.

A single Cellphone tower typically provides coverage over 45km radius. It is estimated that 3 supplementary towers would be required. At an estimated cost of \$450k per Cellphone tower, total costs would equate to \$1.35M. There would also be land agreements, easements and consenting to take into consideration.

### 4.4.2. Option Assessment

The benefits have been identified as being;

- Strengthen 5th Pillar of Post-Crash Care
  - Reducing the time between the initial crash and medical intervention has proven lifesaving benefits (Golden Hour)
- Improved route security, ability to call for help in distress (breakdown etc)
- Reduced stress during periods of distress
- Fatal Crash Reduction
  - Fatal crashes are potentially reduced to a serious due to faster intervention in some instances.
  - Reduced severity of injuries, serious injuries still expected to remain serious, albeit potentially to a lesser degree.
- Future importance of technology and connectedness
  - Communications: ITS system investment with ability to link real time journey information, and journey notifications

### 4.4.3. Stakeholder comments from workshop

- *Already progress in this area.*
- *Approval has been obtained for 3 cell towers between Stratford & Whangamomona.*
- *Whangamomona Republic – already emergency service linked to their rural wifi system.*
- *Addressing remaining black spots would be beneficial*

## 4.5. Safety Improvements

### 4.5.1. Option Description

A programme level of investment of \$3M over the next few years supports a BCR of 1 with the potential to lower the cost of crashes by 10 – 20%.

Typical interventions include:

- Signs
- Curve warning
- Edge Marker Posts,
- Speed Activated Warning
- Bridges
- Road Markings
- Limited barrier at significant areas
- Speed Management

By focussing on the highest risk sections i.e. 2, 3, 4, 5 and 8 there could be 6 less DSI crashes over the next 40 years.

### 4.5.2. Stakeholder comments from workshop

- *General agreement from stakeholders that this was the right approach.*
- *Could also consider bench cutting, vegetation clearing for improved visibility.*
- *It was questioned whether the safety treatments would make any difference to locals.*
- *Information appeared to be based on current crash rates and may need to be increased to account for additional traffic growth*
- *25% of road users on motor cycles and treatments should benefit these users as well .*

## 4.6. Resilience and Saddles

### 4.6.1. Option Description

Typical interventions to improve the resilience of the route included;

- Retreats,
- Management of stormwater,
- Preventative maintenance

### 4.6.2. Option Assessment

Retreats may be an option to consider however; they generally move the road to the high side, on most of the Saddles there is high value vegetation in these areas. Treating one site or even two would be relatively expensive and still leave a large degree of residual risk of other sites causing closures to the highway.

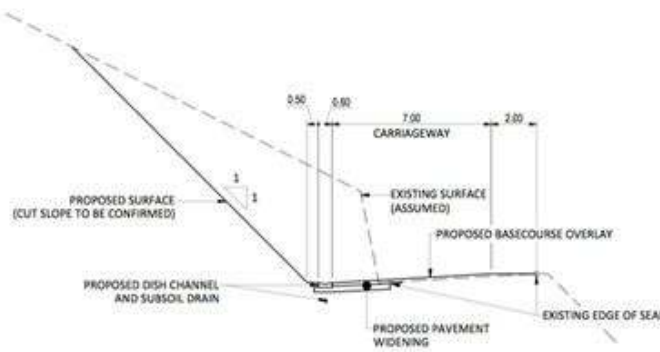


Figure 4 Typical Retreat

An alternative approach is increased preventative maintenance such as improved drainage, retaining walls etc

With an average of \$350k pa. being spent on emergency works over the past 10 years there is an opportunity to put forward a case for funding of \$350 – 500k per year as preventative maintenance to build resilience over time for the entire route.

**Best Performing Option – Preventative Maintenance**

| Option                              | Transport |        |            |             | Social & Environmental |        |        |        | Implementation |             |       |       |       |       |
|-------------------------------------|-----------|--------|------------|-------------|------------------------|--------|--------|--------|----------------|-------------|-------|-------|-------|-------|
|                                     | Business  | Safety | Efficiency | Reliability | Local                  | Health | Social | Visual | Land           | Feasibility | NO    | DO    | DOCS  | ACT   |
| Option 1 - All Saddles              | Green     | Green  | Green      | Red         | Green                  | Green  | Green  | Green  | Green          | Green       | Green | Green | Green | Green |
| Option 2 - Asymmetrical Saddles     | Green     | Green  | Green      | Yellow      | Green                  | Green  | Green  | Green  | Green          | Green       | Green | Green | Green | Green |
| Option 3 - Preventative Maintenance | Green     | Green  | Green      | Yellow      | Green                  | Green  | Green  | Green  | Green          | Green       | Green | Green | Green | Green |

Figure 5 MCA Assessment of Route Resilience

**4.6.3. Stakeholder comments from workshop**

- Consider old retaining walls as part of strategy
- Planting – thinking ahead & planting Willows etc
- Consider appropriate options for treatment options i.e. lower than SH standards
- NZTA neglect? Saddles/Logging trucks – lack of maintenance
- To enable access to the Provincial Growth Fund (PGF) consider telling a compelling story to connect other areas of investment
  - Potential jobs/employment opportunities
  - Economic benefits
  - Strengthen job story (Procurement)
  - Lifeline option – (Mt Messenger)
  - Opportunities for farm hosting, horse riding etc
- Consider community resilience
- Taranaki and Ruapehu not the only areas to benefit economically, consider benefits to Whanganui



## 4.7. Tunnel Widening

### 4.7.1. Option Description

The tunnel widening option was put forward in recognition of the problems characterised by the existing tunnel such as;

- Single lane only
- Narrow width – Prevents over dimensional vehicles
- Long distance with poor visibility for cyclists

### 4.7.2. Option Assessment

Possible improvements such as widening to 2 traffic lanes or to allow access for over dimensional vehicles would need to take into consideration;

- Loss of significant tourist attraction
- Loss of heritage
- High cost (multi \$M) to serve 150 users per day average
- Limited increase in traffic growth anticipated
- Some travel time benefits for existing users.

Improvements to lighting and signage is considered the most practical option which could come in a variety of forms such as;

- 2-way signals – all users or Cyclist activated
- Solar powered lighting for cyclists

#### Best Performing Option – Lighting and Signage

|                      | Transport  |        |            | Social & Environmental |          |        |        |        | Implementation |             |      |         |      |
|----------------------|------------|--------|------------|------------------------|----------|--------|--------|--------|----------------|-------------|------|---------|------|
|                      | Resilience | Safety | Efficiency | Natural                | Cultural | Health | Social | Visual | Land           | Feasibility | Cost | Benefit | ESCI |
| 2 Lane Tunnel        |            |        |            |                        |          |        |        |        |                |             |      |         |      |
| Wide Tunnel          |            |        |            |                        |          |        |        |        |                |             |      |         |      |
| Lighting and Signage |            |        |            |                        |          |        |        |        |                |             |      |         |      |

Figure 6 MCA Assessment of Tunnel Options

### 4.7.3. Stakeholder comments from workshop

- General agreement significant heritage land mark and tourist attraction

## 4.8. Overall Route – Opportunities for Passing, Way Finding and Rest Facilities

### 4.8.1. Option Description

There are several opportunities throughout the route where slow vehicle bays or formalised stopping areas could be created without significantly impacting on the environment. This presents further opportunities for the likes of DOC and Venture Taranaki to consider a refresh of way finding/story telling signage etc

### 4.8.2. Option Assessment

This is assessed as a better option than upgrading single lane bridges or installing formal passing lanes both of which would come at a significant cost and environmental impacts.



### 4.8.3. Stakeholder comments from workshop

- Premium from 'Telling the story' opportunity
- Mixed opinions from stakeholders;
  - Why not set sights high & have a crack i.e. full programme of passing lanes
  - Think about middle ground i.e. not big bang but not minimal either

## 4.9. Tangarakau Gorge

### 4.9.1. Option Description

3 Options for sealing the Tangarakau Gorge have been assessed;

- 1) 6m seal width with widening on curves
- 2) 5m seal width with targeted widening on curves (where achievable)
- 3) Seal as is (3.4 – 5m)

### 4.9.2. Option Assessment

With an existing unsealed carriageway varying in width from 3.4 – 5m (typically it is 4.4m), widening to accommodate a 6m seal would require cutting back of banks and vegetation/trees even with the use of kerb and channel to 'narrow' the footprint as much as possible.

Moreover, to enable 2 opposing heavy vehicles to travel through a curve an additional 1-2m of seal widening would be required.

There are approximately 50 curves on the route. Not only would this have a significant impact on such a sensitive environment; but the scale of earthworks would likely result in a high capital cost of approx. \$22m.

Aiming for a 5m average seal width with isolated curve widening i.e. targeting curves where widening could be achieved without impact on the environment may be a more viable option. Careful consideration would be required as to the use of electronic signs or signals to warn drivers of approaching vehicles as there would still be some heavily constrained sections. Estimated costs approx. \$12m

Sealing the existing unsealed carriageway only, while of less environmental impact, would still be deemed to adversely affect the discharge of water and therefore some drainage and associated treatment would be required. Estimated costs approx. \$7m

#### Best Performing Option – 5m seal with Minor Improvements

| Option   | Option                           | Transport  |        |            | Social & Environmental |          |        |        |        | Implementation |             |                  |      |         |     |
|----------|----------------------------------|------------|--------|------------|------------------------|----------|--------|--------|--------|----------------|-------------|------------------|------|---------|-----|
|          |                                  | Resilience | Safety | Efficiency | Natural                | Cultural | Health | Social | Visual | Land           | Feasibility | Safety in Design | Cost | Benefit | BCR |
| Option 1 | 6m widening + curves             |            |        |            |                        |          |        |        |        |                |             |                  |      |         |     |
| Option 2 | 5m widening + minor improvements |            |        |            |                        |          |        |        |        |                |             |                  |      |         |     |
| Option 3 | Seal as is, no widening          |            |        |            |                        |          |        |        |        |                |             |                  |      |         |     |

Figure 7 MCA Assessment of Gorge Sealing Options

### 4.9.3. Stakeholder comments from workshop

- 5m seal may encourage speeds too high to be safe – possibly get another 0.5m
- There will still be several sites where we cannot get 5m. Speed management will be a top priority
- ONRC – how does it stack up?
- Share with care environment rather than safe road

## 5. Conclusion and Recommendations

### 5.1. Best Performing Options

Of the 8 individual projects discussed, the 7 best performing options were presented to the Stakeholders (in no particular order) as below;

|  |         |
|--|---------|
| • Single Lane Bridge – Option 1              | \$3.2M  |
| • Tunnel Signage and Lighting                | \$0.6M  |
| • Safety Improvements                        | \$3.0M  |
| • Gorge Sealing – Option 2                   | \$12.0M |
| • Cellphone Coverage                         | \$1.4M  |
| • Resilience (preventative maintenance) p.a. | \$350k  |
| • Passing opportunities and Wayfinding       | \$350K  |

Reflecting on information shared during the workshop the Cellphone Coverage project, whilst still seen as important to the overall upgrade of the route, may have taken on a life of its own. It is suggested that the various entities involved work together and identify potential gaps that may still require funding.

Given the strong tourism focus, there was enthusiastic discussion regarding upgrade of tourist facilities such as wayfinding and how to share the historical/cultural significance story with visitors along the route. Again, it was recognised that the most appropriate owner for this option was Venture Taranaki, working in closely with DOC and local Iwi.

### 5.2. Prioritisation

With a limited funding 'pot' available either through direct NLTP funding sources or the PGF, priorities were tested with Stakeholders to gain a clear idea of what the stakeholders consider the 'must do first' projects and those projects that, while still important, do not have the same urgency attached.

It was unanimous that the walking and cycling option be discounted, the single lane bridge option had the least urgency attached and the cell phone coverage project was already progressing under a separate umbrella.

Stakeholders had some reluctance to rate the remaining individual projects and strongly believe that Safety Improvements and Resilience are intrinsic to Sealing the Gorge (Option 2) and should therefore be put forward as a package of works to be undertaken with the same level of urgency.

### 5.3. Where to From Here?

Following the business case process, Public Engagement is the next critical step prior to finalising a package of preferred options, which is due to commence in March 2019, with a 3-week window of opportunity to provide feedback.

Following public feedback, the business case will be completed by mid 2019, after which funding for subsequent phases will be progressed, subject to eligibility.



## Appendices

## Appendix A - (Key Stakeholders Attendee List )

| Stakeholder       | Organisation               | Position                                      | Attended |
|-------------------|----------------------------|---|----------|
| Mike Nield        | Taranaki Regional Council  | Corporate Services Manager                    |          |
| Michael McCartney | Horizons                   | CEO   |          |
| Philip Hindrup    | Horizons                   | Transport Manager                             |          |
| Ashleigh Gulliver | Horizons                   | Transport Planner                             |          |
| Glenda Leitao     | Horizons                   | Roadsafe Coordinator                          | Y        |
| Sven Hanne        | Stratford District Council | CEO   | Y        |
| Steve Bowden      | Stratford District Council | Roading Asset Manager                         | Y        |
| Neil Volzke       | Stratford District Council | Mayor   |          |
| Liam Dagg         | Stratford District Council | Strategy Manager                              | Y        |
| Victoria Araba    | Stratford District Council | Director Assets                               |          |
| Clive Manley      | Ruapehu District Council   | CEO   |          |
| Warren Furner     | Ruapehu District Council   | Manager Land Transport / Economic Development | Y        |
| Stuart Trundle    | Venture Taranaki           | CEO   |          |
| John Haylock      | Venture Taranaki           | GM Innovation & Strategic Projects            |          |
| Vicki Fairley     | Venture Taranaki           | GM Marketing                                  | Y        |
| Liam Hodgetts     | New Plymouth DC            | GM Strategy                                   |          |
| Al Morrison       | MBIE                       | Senior Regional Official                      |          |
| Abbey Cheeseman   | MBIE                       | Senior Policy Advisor                         |          |
| Mark Walter       | MBIE                       | Advisor – NZ Cycle Trail                      |          |
| Stuart Taylor     | MBIE                       | Advisor – Tourism                             |          |
| Bridget Sullivan  | MBIE                       | Regional Advisor                              | Y        |
| David Perry       | NZ Transport Agency        | Network Manager                               | Y        |
| Robert Woods      | NZ Transport Agency        | Principal Advisor                             | Y        |
| Graham O'Brien    | AA                         | Regional Chairman                             | Y        |
| John Sutton       | AA                         | Regional Advisor                              |          |
| Joel Dodd         | MSD                        | Regional Advisor                              | Y        |
| Kevin Ross        | Walking Access Commission  | Regional Advisor                              |          |
| Tom Cloke         | National Road Carriers     | Executive Rep                                 | Y        |
| Robbie O'Keefe    | NZ Police                  | Road Policing Manager                         | Y        |
| Graeme Lindup     | Cycling Action Network     | Chairman                                      |          |
| Joelle Xavier     | Sport Taranaki             | Active Recreation Advisor                     | Y        |
| Nicky Palmer      | DoC                        | Ranger  |          |
| Jacob Stenner     | DoC                        | Ranger  | Y        |

|                       |                                     |                                   |   |
|-----------------------|-------------------------------------|-----------------------------------|---|
| Ian Balme             | Forgotten World Adventures          | Owner                             | Y |
| Richard Pratt         | Whangamomona Hotel                  | Owner                             | Y |
| Marion Webby          | South Taranaki District Council     | Road Safety Coordinator           | Y |
| Natalie Cameron       | Te Pune Kokiri                      | Advisor                           |   |
| Roena Ruakere-TeUira  | Te Pune Kokiri                      | Senior Advisor                    | Y |
| Graham Bell           | Te Pune Kokiri                      | Senior Advisor                    |   |
| Marie-Anne Selkirk    | Te Pune Kokiri                      | Advisor                           |   |
| Marie McKay           | Te Pune Kokiri                      | Advisor                           | Y |
| Sam Tamarapa          | TRC iwi rep / Ngati Maru            |                                   | Y |
| Liana Poutu           | Te Atiawa                           | Chair                             |   |
| Debbie Packer         | Ngati Ruanui                        | CEO                               |   |
| Haimona Maruera       | Ngati Ruanui                        |                                   |   |
| Leanne Horo           | Te Kahui O Taranaki                 | Chair                             |   |
| Wharehoka Wano        | Taranaki                            | CEO                               |   |
| Holden Hohaia         | Ngati Maru                          | Chair                             |   |
| Anaru Marshall        | WISE                                |                                   |   |
| Eugine Topine         | Ngati Haua iwi trust                | Chair                             |   |
| Ngati Rangatahi Trust | Ngati Rangatahi Trust               | Trustee/Lead Negotiator           |   |
| Honey Winter          | Te Korowai o Wainui a rua iwi trust | Project Manager                   |   |
| David Walter          |                                     | Local Resident & Former TRC Chair | Y |
| Murray Peat           |                                     | Local Resident                    | Y |





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SH43 ssBC Workshop 2 Report - Final.docx

Document Status – FINAL

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|----------|---------------|-----------|-----------|---|
|          |               |           | Name      | Signature   |
| 0        | 27/02/2019    | K Kiriona | A Campion |  |
| 1        | 01/03/2019    |           | A Campion |  |
|          |               |           |           |   |

## Agenda Memorandum

**Date** 27 March 2019



**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:** 2222421

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### 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 27 March 2019.

### Background

Attached to this memorandum is the Quarterly Report from the NZ Transport Agency to the Taranaki Regional Transport Committee, dated 27 March 2019.

Ross I'Anson (Acting 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 2224061: NZTA Regional Report to RTC – March 2019

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## Transport Agency Quarterly Report to Taranaki Regional Transport Committee

27 March 2019

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| 4. Taranaki Maintenance      | 6 |

## 1. NEW ROAD SAFETY STRATEGY

- New Zealand has a safety issue on its roads and we need to turn the upward trend of deaths and serious injuries around. How we achieve this will be detailed in the national 10-year road safety strategy, which we are jointly developing with the Ministry of Transport.
- With the current Safer Journeys strategy ending in 2020, we have been working with the Ministry to develop the next strategy and action plan to come into effect next year. The next step in the development of the strategy is a discussion document which will be released for public consultation in April.
- The consultation period will include engagement with our partners and the public, to seek feedback on the direction and principles of the strategy, our ambitions and whether we should adopt a Vision Zero approach.
- We encourage you to get involved in the external consultation, which is likely to include regional roadshows. This is a great opportunity to help shape the direction of the country's road safety strategy. Feedback will inform the strategy which will be finalised in September.

## 2. SAFE NETWORKS

- We're under way with the Safe Network programme – a collaborative initiative with local government which aims to save up to 160 deaths and serious injuries every year across New Zealand's highest risk state highways and local roads.
- Up to \$1.5 billion will be invested over the three years to make our roads safer, working in partnership with local government and the wider safety sector to find the right safety solutions for each region.
- Unique to the programme is a new funding model to ensure rapid delivery of safety projects on the ground. We will subsidise local road safety improvements at a higher rate than current through the [Targeted Enhanced Financial Assistance Rate \(TEFAR\)](#).
- To achieve this, we have created a streamlined investment approach to simplify approval processes around standard safety treatments. This will allow more rapid delivery of safety improvements that protect and benefit everyone on our roads. We will be rolling out the standard safety treatment toolkit over the coming weeks.

- Auckland, Waikato and Canterbury have been identified as the priority regions for the first phase of the three-year programme. We will work closely with all our road safety partners to prioritise and deliver the programme across the entire transport network.

### 3. TARANAKI HIGHWAY PROJECTS

#### Mt Messenger to Awakino Tunnel (SH3)

Three projects aimed at improving safety, resilience and journey time reliability:

- A bypass of the Awakino Tunnel – works to start in October 2019, with completion expected in 2021. Tender has been let to Fulton Hogan.
- Mt Messenger Bypass:
  - The project is at final stages of the design process.
  - In December the Hearing Commissioner granted the project’s resource consents and recommended that the Notice of Requirement (NOR) be confirmed. The Transport Agency confirmed this.
  - Six appeals from four parties were lodged against the resource consents and NOR with the Environment Court. This may put pressure on the planned construction start date in late 2019.
  - The Mt Messenger Alliance and the NZ Transport Agency are considering the appeals and working through the Environment Court process.
- SH3 Awakino to Mt Messenger safety and resilience improvements:
  - Early works now complete. Improvements include roadside safety barriers in high-risk areas, rumble strips, electronic warning signs, new formalised pull over areas and a new slow vehicle bay at Awakau Road.
  - More extensive improvement works will get underway soon. These improvements include the construction of passing lanes at Ladies Mile and Rapanui, intersection improvements in Tongaporutu Village and some slope stability work in the Awakino Gorge.
- [www.nzta.govt.nz/a2mm](http://www.nzta.govt.nz/a2mm)

## Forgotten Highway (SH43)

- Options for sealing the unsealed section of State Highway 43 have been investigated. Improvement works will be advanced to support regional economic development, the focus on tourism, as well as the strong signals in Tapuae Roa: Make Way Taranaki.
- Investigation to be carried out in the form of a Single Stage Detailed Business Case.
- This is due for completion mid-2019.
- A programme of preferred options has been workshopped with stakeholders and undergone technical assessment.
- Public consultation about to begin.

## Low Cost / Low Risk Safety Programme 2018/2019

- Recent highlights include:
  - SH3 Miro Street Crossing (Inglewood) – construction completed December 2018
  - SH44 Pedestrian Links to City Walkway (Elliot to Liardet Street) – location confirmed and construction should be underway this summer
  - SH3 Dudley Road – detailed design in progress including liaison with utility company regarding movement of power poles and easements and with landowners regarding land purchase.
  - SH3 Glover Road roundabout improvement – a review of this crossing found a high crash risk for vehicles approaching from the eastern side (Glover Road). Design of improvements is almost complete, with stakeholder discussions to be had prior to construction.
  - SH44 pedestrian crossing review – three zebra crossings on SH44 between the CBD and Moturoa will be reviewed and alternations made to improve safety as needed. Study to be completed in 2018/19.
  - SH43 Regan St – Stratford pedestrian islands design is almost complete. Liaison with business owners almost complete. Construction is planned for 2018/2019.
  - Two crash reduction studies in the region have been completed on SH3 Maxwell to Hawera, and SH3 Waitara to the bottom of the Mt Messenger realignment. Issues identified will be remedied in subsequent minor improvement programmes.

## Moturoa Safety Improvements (SH44)

- Final design is now being undertaken and investigating phasing.
- Detailed safety audit is being prepared.
- Details around removal of parking and parking plans still to be finalised with NPDC.
- NPDC assisting with final phase of information / consultation with Moturoa community and public.
- Pending outcomes of the safety review & consultation, we will look to start implementation this year, with carry over into the 2019/20 financial year.

## Bell Block to Waitara

- The detailed business cases for both Bell Block to SH3A, and SH3A to Waitara, have been combined into one project of work .
- Funding of \$22.7m has been approved so far.
- The Transport Agency is reviewing both business cases, together with community feedback, to ensure delivery of the best possible safety outcomes for the road in its entirety.
- Work on the most critical areas of the road will start with the reseal and removal of the passing lane near Richmond Rd in March 2019.

## 4. TARANAKI MAINTENANCE

### Area Wide Pavement Treatment and Resurfacing Programme

- There is a large renewals programme over the 2018/19 construction season, with:
  - 115 reseal sites (including SCRIM)
  - 16 rehabilitation / AWT sites
  - 14 asphalt sites
- The Transport Agency undertook a significant media campaign to provide proactive messages to the public.
- Asphalt resurfacing has been completed in Hawera (SH3/45 intersection SH3 Waihi Rd), Stratford (both roundabouts), New Plymouth (SH3 NP Boys High Hill & SH45 Dawson Liardet St intersection). Additional sites on SH45 and SH44 in New Plymouth will be completed in April/May.
- Pavement rehabilitations programme is two thirds completed as at 20 February with sites completed on SH45, 3A and SH3 north.
- Heavy Maintenance sites completed on SH44 Molesworth St.

### Mangamahoe (Kent Road) Culvert (SH3)

- We are replacing previous culvert with an additional 10m length at inlet.
- Contractor started on site in December 2018.
- Transport Agency working with New Plymouth District Council to provide cycling connectivity.
- Works around, and in, the stream were inspected in January by Taranaki Regional Council with positive comments on the management of resource consent conditions.

## Miscellaneous

- 50km/h advanced warning signs have been installed at Okato.
- Cars for sale – we are now working with the New Plymouth District Council on preparing and signing off the delegations agreement with Council.



## Agenda Memorandum

**Date** 27 March 2019



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

**Subject: 2018-2021 National Land Transport  
Programme Regional Summary for  
Taranaki**

**Approved by:** MJ Nield, Director – Corporate Services

BG Chamberlain, Chief Executive

**Document:** 2222433

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### Purpose

The purpose of this item is to update the Committee on the anticipated funding allocations made to the Taranaki region through the 2018-2021 National Land Transport Programme, as a result of funding requests made through the *Regional Land Transport Plan for Taranaki: Mid-term Review*.

### Recommendations

That the Taranaki Regional Council:

1. receives and notes the memorandum, 2018-2021 National Land Transport Programme Regional Summary for Taranaki.
2. receives and notes the correspondence received from the NZ Transport Agency, 2018-2021 National Land Transport Programme – RLTP Funding Decisions, dated 14 March 2019.

### Background

Members will recall that the National Land Transport Programme for the 2018/2019-2020/2021 period (NLTP 2018-2021) was released on 31 August 2018. The NLTP contains all the land transport activities that the NZ Transport agency anticipates funding over the three years. It is underpinned by the priorities identified in the *Government Policy Statement on Land Transport (GPS)* for the corresponding period. Members will recall that key strategic shifts in direction were signalled in the GPS.

### Relationship with Regional Land Transport Plan for Taranaki

Members will recall that the *Regional Land Transport Plan for Taranaki 2015/16-2020/21: Mid-term Review* (RLTP or the Plan) was submitted to the NZ Transport Agency by the due date

of 30 June 2018. A substantial part of this review was a regional funding request for the 2018-21 NLTP period.

At the November 2018 meeting, the Committee received an *NLTP Regional Summary for Taranaki* from the NZ Transport Agency. Also received was an initial allocation summary spreadsheet which sought to outline the NLTP funding status of the region's requested activities (as at 16 November 2019). At the time, it was clear that the Transport Investment Online (TIO) system contained a number of project duplications which made it difficult to assess which Taranaki RLTP projects were funded or not.

### **Update on NLTP funding decisions**

Attached to this Memorandum is correspondence received from the NZ Transport Agency, dated 14 March 2019, outlining NLTP Funding Decisions with respect to Taranaki.

Additionally, the NZ Transport Agency now provides online Regional NLTP tables ([www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2018-21-nltp/nltp-snapshot-and-tables/regional-and-activity-tables/](http://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2018-21-nltp/nltp-snapshot-and-tables/regional-and-activity-tables/)), which are updated daily and should therefore provide the most current outline of national funding decisions for activities.

A snapshot of these regional NLTP tables as at 4 March 2019 is provided for the Committee's reference – with 'business as usual' activities separated for ease. Some clean-up of activity information is still to be completed within the NLTP, particularly around duplications within the SH3 Waitara to Bell Block suite of related activities.

It is noted that the programme of activities components of the RLTP and the NLTP are continually evolving, as evidenced by the two variation requests the Committee are considering in Item 3 of this Agenda.

### **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 2223488: 2018-21 National Land Transport Programme - RLTP Funding Decisions

Document 2226530: NLTP Snapshot table for Taranaki as at 4Mar2019



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14 March 2019

**Taranaki Regional Council**

Private Bag 713,  
Stratford 4352,

**Attention: Regional Transport Committee Chair – Mr Craig Williamson**

Dear Craig,

**2018–21 National Land Transport Programme – RLTP Funding Decisions**

The NZ Transport Agency Board at its meeting on 20 August 2018 adopted the 2018–21 National Land Transport Programme (NLTP). The NLTP has been developed from Regional Land Transport Plans (RLTPs) put forward by Regional Transport Committees (RTCs) and Auckland Transport.

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

- a decision not to include an activity or a combination of activities in the 2018–21 NLTP; and
- a decision to include an activity or a combination of activities in the NLTP, but at a different level of priority to that accorded to the activity or combination of activities in the relevant RLTP.

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

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

- **Safety** – a safe system, free of death and serious injury.
- **Access** – a system that provides increased access to economic and social opportunities, enables transport choice and access, and is resilient.
- **Environment** – a system that reduces greenhouse gas emissions, as well as adverse effects on the local environment and public health.
- **Value for money** – a system that delivers the right infrastructure and services to the right level at the best cost.

In April last year the Government announced its draft GPS, outlining its strategic direction, revenue and funding categories for the land transport system over the next 10 years. Later that month the Transport Agency released its draft Transport Agency Investment Proposal (TAIP).

Since then we have worked closely with you and your team to understand how the changes would affect your community and explore opportunities to bring forward other programs of work for NLTP funding, particularly in the areas of safety and resilience, public transport, and walking and cycling.

We are happy to continue those discussions as you consider and interpret the effect of these NLTP decisions for your region.

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

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

- have no cash-flow shown in the 2018–21 period so are not proposed to form part of this NLTP,
- are not eligible for funding from the National Land Transport Fund, or
- do not have sufficient priority to include in the NLTP based on our assessment under the Transport Agency Investment Assessment Framework (IAF).

Attachment 1 also identifies where a proposed activity fits within an existing business case that is already underway.

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

In developing the NLTP, the Transport Agency must give effect to the GPS. To do this, we prioritise planned investment to achieve the GPS' strategic priorities of safety, access, environment and value for money by assessing proposals against the Transport Agency's Investment Assessment Framework (IAF). The assessment and prioritisation considers how best to achieve the outcomes sought in the GPS, the total demand for and the level of funding availability within and between each activity class.

We appreciate the effort of the Regional Transport Committee to develop the RLTP and the prioritisation of activities within it, which are all important inputs into the development of the NLTP. Those activities where our national prioritisation for funding purposes within the NLTP differs from that set out in the information submitted for each activity is generally because:

- The assessment process used by you to prioritise activities is substantially different to the IAF and likely ranked regional/local priorities higher or lower than is the case under our national prioritisation.
- There is insufficient information on cost benefit appraisal

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

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

Yours sincerely,



Ross l'Anson

**Director Regional Relationships (Acting)**

## Attachment 1

| Organisation                          | Activity Name                               | Activity Class             | Reason   |
|---------------------------------------|---|----------------------------|--|
| Taranaki Highway & Network Operations | Corbett Road/SH3 I/S Improvement            | State highway improvements | The "Waitara to Bell Block Route Improvements" activity is already considering this part of the transport system.            |
| Taranaki Highway & Network Operations | Noise Walls and Improvement Programme       | State highway improvements | Start Year Outside of NLTP   |
| Taranaki Highway & Network Operations | SH3 Epiha Rd to Turangi Rd Safer Corridor   | State highway improvements | Start Year Outside of NLTP   |
| Taranaki Highway & Network Operations | SH3 Hawera to Whanganui Safer Corridor      | State highway improvements | Start Year Outside of NLTP   |
| Taranaki Highway & Network Operations | SH3 Hawera to Whanganui Safety Improvements | State highway improvements | Start Year Outside of NLTP   |
| Taranaki Highway & Network Operations | SH3 Inglewood to Hawera Safer Corridor      | State highway improvements | The "SH3/3A Hawera to New Plymouth Corridor Improvements" activity is already considering this part of the transport system. |
| Taranaki Highway & Network Operations | SH3 Urenui to Uruti Safety Management       | State highway improvements | Priority below the investment threshold  |
| Taranaki Highway & Network Operations | SH3 Waitara to Bell Block Safer Corridor    | State highway improvements | The "Waitara to Bell Block Route Improvements" activity is already considering this part of the transport system.            |
| Taranaki Highway & Network Operations | SH3A Bell Block to Inglewood Safer Corridor | State highway improvements | The "SH3/3A Hawera to New Plymouth Corridor Improvements" activity is already considering this part of the transport system. |
| Taranaki Highway & Network Operations | SH43 Improvements safety and access         | State highway improvements | Priority below the investment threshold  |
| Taranaki Highway & Network Operations | SH45 New Plymouth to Hawera Safer Corridor  | State highway improvements | Start Year Outside of NLTP   |

Regional Transport Committee - 2018-21 NLTP Regional Summary for Taranaki

Attachment for RTC 27Mar2019 meeting

NLTP Snapshot table for Taranaki - as at 4Mar2019 (<https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2018-21-nltp/nltp-snapshot-and-tables/regional-and-activity-tables/>)

Business As Usual activities (covered by Table 3 of the RLTP - automatically included in the Plan)

| Organisation    | ProjectName   | ActivityClassName                                | PhaseType               | Regnl Priority | Profile | WorkCat | FAR | Total costs (\$000) |             |             |             | FundgPriority | Funds |
|-----------------|---|--|-------------------------|----------------|---------|---------|-----|---------------------|-------------|-------------|-------------|---------------|-------|
|                 |   |  |                         |                |         |         |     | All Phases          | 2018/19     | 2019/20     | 2020/21     |               |       |
| DOC (Taranaki)  | Low cost / low risk improvements 2018-21              | Local road improvements                          | SPR                     |                | —       | 341     | 51  | \$ 100.0            | \$ -        | \$ -        | \$ 100.0    | Approved      | N     |
| DOC (Taranaki)  | Maintenance Operations and Renewals Programme 2018-21 | Local road maintenance                           | SPR                     |                | MM      | 0       | 0   | \$ 34.7             | \$ 11.6     | \$ 11.6     | \$ 11.6     | Approved      | N     |
| NPDC            | Low cost / low risk improvements 2018-21              | Local road improvements                          | SPR                     |                | —       | 341     | 100 | \$ -                | \$ -        | \$ -        | \$ -        | Approved      |       |
| NPDC            | Low cost / low risk improvements 2018-21              | Local road improvements                          | Local Roads             |                | HM      | 341     | 51  | \$ 6,673.2          | \$ 1,852.5  | \$ 1,889.6  | \$ 2,931.1  | Approved      | N     |
| NPDC            | Maintenance Operations and Renewals Programme 2018-21 | Local road maintenance                           | Local Roads             |                | MM      | 0       | 0   | \$ 41,253.0         | \$ 13,361.0 | \$ 13,757.0 | \$ 14,135.0 | Approved      | N     |
| NPDC            | Maintenance Operations and Renewals Programme 2018-21 | Local road maintenance                           | SPR                     |                | MM      | 0       | 0   | \$ 106.0            | \$ 35.0     | \$ 35.0     | \$ 36.0     | Approved      | N     |
| NZTA (Taranaki) | Low cost / low risk improvements 2018-21              | State highway improvements                       | State Highways          |                | —       | 341     | 100 | \$ 4,447.2          | \$ 1,918.7  | \$ 1,251.5  | \$ 1,277.1  | Approved      | N     |
| NZTA (Taranaki) | Maintenance Operations and Renewals Programme 2018-21 | State highway maintenance                        | State Highways          |                | MM      | 0       | 0   | \$ 59,382.7         | \$ 20,487.1 | \$ 20,322.1 | \$ 18,573.6 | Approved      | N     |
| STDC            | Low cost / low risk improvements 2018-21              | Local road improvements                          | Local Roads             |                | HM      | 341     | 58  | \$ 5,679.0          | \$ 1,932.0  | \$ 1,898.0  | \$ 1,849.0  | Approved      | N     |
| STDC            | Road Safety Promotion 2018-21                         | Promotion of road safety and demand management   | Implementation          |                | MM      | 432     | 65  | \$ 1,200.0          | \$ 400.0    | \$ 400.0    | \$ 400.0    | Approved      | N     |
| STDC            | Road Safety Promotion 2018-21                         | Promotion of road safety and demand management   | Implementation          |                | MM      | 432     | 65  | \$ 178.0            | \$ 59.3     | \$ 59.3     | \$ 59.3     | Approved      | N     |
| STDC            | Road Safety Promotion 2018-21                         | Promotion of road safety and demand management   | Implementation          |                | HM      | 432     | 65  | \$ 587.0            | \$ 195.7    | \$ 195.7    | \$ 195.7    | Approved      | N     |
| STDC            | Maintenance Operations and Renewals Programme 2018-21 | Local road maintenance                           | Local Roads             |                | MM      | 0       | 0   | \$ 40,812.1         | \$ 13,670.7 | \$ 13,570.7 | \$ 13,570.7 | Approved      | N     |
| SDC             | Low cost / low risk improvements 2018-21              | Local road improvements                          | SPR                     |                | —       | 341     | 100 | \$ 427.2            | \$ 409.1    | \$ 9.1      | \$ 9.1      | Approved      | N     |
| SDC             | Low cost / low risk improvements 2018-21              | Local road improvements                          | Local Roads             |                | HM      | 341     | 57  | \$ 2,297.9          | \$ 777.2    | \$ 713.9    | \$ 806.7    | Approved      | N     |
| SDC             | Maintenance Operations and Renewals Programme 2018-21 | Local road maintenance                           | Local Roads             |                | MM      | 0       | 0   | \$ 16,301.1         | \$ 5,429.2  | \$ 5,433.7  | \$ 5,438.2  | Approved      | N     |
| SDC             | Maintenance Operations and Renewals Programme 2018-21 | Local road maintenance                           | SPR                     |                | MM      | 0       | 0   | \$ 542.1            | \$ 180.7    | \$ 180.7    | \$ 180.7    | Approved      | N     |
| TRC             | Regional Consortium Interim Ticketing Solution        | Public transport                                 | Implementation          |                | HML     | 524     | 65  | \$ 277.9            | \$ 49.3     | \$ 57.2     | \$ 57.2     | Committed     | N     |
| TRC             | Regional Consortium Interim Ticketing Solution        | Public transport                                 | Implementation          |                | HML     | 524     | 51  | \$ 71.6             | \$ 15.0     | \$ 15.0     | \$ 15.0     | Committed     | N     |
| TRC             | Regional Consortium Interim Ticketing Solution        | Public transport                                 | Implementation          |                | HML     | 531     | 65  | \$ 507.0            | \$ 375.3    | \$ -        | \$ -        | Committed     | N     |
| TRC             | Low cost / low risk improvements 2018-21              | Public transport                                 | Public Transport        |                | HM      | 532     | 51  | \$ 911.0            | \$ 331.0    | \$ 290.0    | \$ 290.0    | Approved      | N     |
| TRC             | Public Transport Programme 2018-21                    | Public transport                                 | Operations              |                | MM      | 0       | 0   | \$ 8,628.3          | \$ 2,821.9  | \$ 2,872.7  | \$ 2,933.7  | Approved      | N     |
| TRC             | Regional Land Transport Planning Management 2018-21   | Investment management (incl. Transport Planning) | Programme Business Case |                | H_      | 1       | 51  | \$ 412.8            | \$ 134.9    | \$ 137.6    | \$ 140.3    | Approved      | N     |
| TRC             | Transport Planning                                    | Investment management (incl. Transport Planning) | Programme business case |                | LL_     | 3       | 51  | \$ 110.3            | \$ 40.0     | \$ 35.1     | \$ 35.2     | Approved      | N     |
| TRC             | Taranaki PT network review                            | Investment management (incl. Transport Planning) | Programme business case |                | HM*_    | 4       | 51  | \$ 50.0             | \$ -        | \$ 50.0     | \$ -        | Probable      | N     |
| TRC             | SuperGold Card Allocations                            | External funding                                 | Construction            |                | MM_     | 522     | 100 | \$ 790.6            | \$ 113.5    | \$ -        | \$ -        | Committed     | N     |

Regional Transport Committee - 2018-21 NLTP Regional Summary for Taranaki

**Non-BAU activities - Committed and Prioritised**

|                 |  |  |                         |   |          |     |     |              |             |             |             |           |    |
|-----------------|--|--|-------------------------|---|----------|-----|-----|--------------|-------------|-------------|-------------|-----------|----|
| NPDC            | Let's Go - Education and Encouragement                 | Walking and cycling improvements                 | Implementation          |   | MHM      | 452 | 51  | \$ 1,080.0   | \$ 103.9    | \$ -        | \$ -        | Committed | N  |
| NPDC            | LED Streetlight Conversion                             | Local road improvements                          | Construction            |   | HHH      | 324 | 85  | \$ 3,573.3   | \$ 1,134.1  | \$ -        | \$ -        | Committed | N  |
| NPDC            | Airport Drive Improvements                             | Local road improvements                          | Detailed Business Case  | 1 | HM*L*    | 323 | 51  | \$ 204.0     | \$ 101.0    | \$ 103.0    | \$ -        | Proposed  | N  |
| NPDC            | Storm Event 19-20 June 2015                            | Local road maintenance                           | Construction            |   | ---      | 141 | 51  | \$ 1,599.9   | \$ 446.9    | \$ -        | \$ -        | Committed | N  |
| NPDC            | Storm Event 19-20 June 2015                            | Local road maintenance                           | Construction            |   | ---      | 141 | 51  | \$ 3,292.2   | \$ 736.9    | \$ -        | \$ -        | Committed | N  |
| NPDC            | Keeping New Plymouth Moving and Growing                | Investment management (incl. Transport Planning) | Programme business case | 3 | HM*_     | 2   | 51  | \$ 404.0     | \$ 404.0    | \$ -        | \$ -        | Approved  | N  |
| NZTA (Taranaki) | New Plymouth City Cycling & Walking Improvements       | Walking and cycling improvements                 | Construction            |   | HHL*     | 452 | 100 | \$ 2,355.1   | \$ 361.7    | \$ -        | \$ -        | Committed | N  |
| NZTA (Taranaki) | Waitara to Bell Block Route Impr: Bell Block to SH3/3A | Regional Improvements                            | Detailed Business Case  |   | VML      | 324 | 100 | \$ 791.3     | \$ 164.3    | \$ -        | \$ -        | Committed | N  |
| NZTA (Taranaki) | Waitara to Bell Block Route Imp: SH3/3A to Waitara     | Regional Improvements                            | Pre-implementation*     | 1 | MM*L     | 324 | 100 | \$ 6,911.5   | \$ 421.3    | \$ 3,719.1  | \$ 2,771.1  | Approved  | N  |
| NZTA (Taranaki) | Waitara to Bell Block Route Imp: SH3/3A to Waitara     | Regional Improvements                            | Implementation          | 1 | MM*L     | 324 | 100 | \$ 15,878.6  | \$ 7,145.4  | \$ 8,733.2  | \$ -        | Approved  | N  |
| NZTA (Taranaki) | Bell Block By-Pass                                     | State highway improvements                       | Construction            |   | MHM      | 324 | 100 | \$ 23,015.6  | \$ 127.0    | \$ -        | \$ -        | Committed | NR |
| NZTA (Taranaki) | Normanby Overbridge Realignment                        | State highway improvements                       | Implementation          |   | LMH      | 324 | 100 | \$ 1,104.1   | \$ 194.1    | \$ -        | \$ -        | Committed | N  |
| NZTA (Taranaki) | Normanby Overbridge Realignment                        | State highway improvements                       | Property                |   | LMH      | 331 | 100 | \$ 449.0     | \$ 60.0     | \$ -        | \$ -        | Committed | N  |
| NZTA (Taranaki) | SH3 Mt Messenger Bypass                                | State highway improvements                       | Construction            |   | HML      | 323 | 100 | \$ 101,200.0 | \$ -        | \$ -        | \$ 35,801.2 | Committed | N  |
| NZTA (Taranaki) | SH3 Vickers Road to City Upgrade                       | State highway improvements                       | Property                | 6 | MHH      | 324 | 100 | \$ 912.7     | \$ 70.2     | \$ -        | \$ -        | Committed | NR |
| NZTA (Taranaki) | SH3 Vickers Road to City Upgrade                       | State highway improvements                       | Construction            | 6 | MHH      | 324 | 100 | \$ 25,699.1  | \$ 298.9    | \$ -        | \$ -        | Committed | NR |
| NZTA (Taranaki) | SH3/3A Hawera to New Plymouth Corridor Improvements    | State highway improvements                       | Detailed Business Case  |   | H_L      | 324 | 100 | \$ 500.8     | \$ 26.2     | \$ -        | \$ -        | Committed | N  |
| NZTA (Taranaki) | SH3 Awakino Gorge to Mt Messenger Corridor             | State highway improvements                       | Pre-implementation*     |   | MML      | 324 | 100 | \$ 756.5     | \$ 368.7    | \$ 387.7    | \$ -        | Approved  | N  |
| NZTA (Taranaki) | SH3 Awakino Gorge to Mt Messenger Corridor             | State highway improvements                       | Implementation          |   | MML      | 324 | 100 | \$ 5,522.0   | \$ 2,706.9  | \$ 2,815.1  | \$ -        | Approved  | N  |
| NZTA (Taranaki) | Mangati Rd/SH3 I/S Improvement                         | State highway improvements                       | Detailed Business Case  | 1 | H_M      | 324 | 100 | \$ 99.3      | \$ 99.3     | \$ -        | \$ -        | Probable  | N  |
| NZTA (Taranaki) | Mangati Rd/SH3 I/S Improvement                         | State highway improvements                       | Implementation          | 1 | H_M      | 324 | 100 | \$ 3,442.8   | \$ -        | \$ -        | \$ 3,442.8  | Probable  | N  |
| NZTA (Taranaki) | Mangati Rd/SH3 I/S Improvement                         | State highway improvements                       | Pre-implementation*     | 1 | H_M      | 324 | 100 | \$ 200.5     | \$ 99.9     | \$ 100.6    | \$ -        | Probable  | N  |
| NZTA (Taranaki) | SH3/Princess St I/S Improvement                        | State highway improvements                       | Implementation          | 1 | H_M      | 324 | 100 | \$ 3,442.8   | \$ -        | \$ -        | \$ 3,442.8  | Probable  | N  |
| NZTA (Taranaki) | SH3/Princess St I/S Improvement                        | State highway improvements                       | Detailed Business Case  | 1 | H_M      | 324 | 100 | \$ 99.3      | \$ 99.3     | \$ -        | \$ -        | Probable  | N  |
| NZTA (Taranaki) | SH3/Princess St I/S Improvement                        | State highway improvements                       | Pre-implementation*     | 1 | H_M      | 324 | 100 | \$ 200.5     | \$ 99.9     | \$ 100.6    | \$ -        | Probable  | N  |
| NZTA (Taranaki) | E/W West Wanganui 12/13-Region 7                       | State highway maintenance                        | Construction            |   | ---      | 141 | 100 | \$ 647.5     | \$ 376.8    | \$ -        | \$ -        | Committed | N  |
| NZTA (Taranaki) | EW Kent Road and Mangamahoe Culvert Damage             | State highway maintenance                        | Construction            |   | ---      | 141 | 100 | \$ 1,262.3   | \$ 848.8    | \$ -        | \$ -        | Committed | N  |
| NZTA (Taranaki) | EW SH43 Hospital Hill                                  | State highway maintenance                        | Construction            |   | ---      | 141 | 100 | \$ 487.9     | \$ 487.9    | \$ -        | \$ -        | Approved  | N  |
| NZTA (Taranaki) | SH3 Mt Messenger Bypass                                | External funding                                 | Implementation          |   | HML      | 323 | 100 | \$ 52,492.3  | \$ 5,617.2  | \$ 44,953.7 | \$ 1,921.4  | Committed | N  |
| NZTA (Taranaki) | SH3 Mt Messenger Bypass                                | External funding                                 | Pre-implementation*     |   | HML      | 324 | 100 | \$ 34,333.1  | \$ 18,889.4 | \$ -        | \$ -        | Committed | N  |
| NZTA (Taranaki) | SH3 Mt Messenger Bypass                                | External funding                                 | Detailed Business Case  |   | HML      | 324 | 100 | \$ 7,897.0   | \$ 126.0    | \$ -        | \$ -        | Committed | N  |
| NZTA (Taranaki) | SH3 Mt Messenger Bypass                                | External funding                                 | Property                |   | HML      | 331 | 100 | \$ 4,077.6   | \$ 2,151.2  | \$ 120.0    | \$ 27.7     | Committed | N  |
| STDC            | Nukumar Station Road Extension                         | Local road improvements                          | Construction            |   | HHM      | 323 | 58  | \$ 510.0     | \$ 510.0    | \$ -        | \$ -        | Committed | N  |
| STDC            | Nukumar Station Road Extension                         | Local road improvements                          | Detailed Business Case  |   | HHM      | 323 | 58  | \$ 47.0      | \$ 9.8      | \$ -        | \$ -        | Committed | N  |
| STDC            | Nukumar Station Road Extension                         | Local road improvements                          | Construction            |   | HHM      | 323 | 75  | \$ 1,640.0   | \$ 750.1    | \$ -        | \$ -        | Committed | NR |
| STDC            | Road Improvement - LED streetlight conversion          | Local road improvements                          | Construction            |   | MHH      | 324 | 85  | \$ 1,500.0   | \$ 241.2    | \$ -        | \$ -        | Committed | N  |
| SDC             | Street Lighting Upgrade to LED - 2015/16               | Local road improvements                          | Construction            |   | MHH      | 324 | 85  | \$ 410.6     | \$ 20.3     | \$ -        | \$ -        | Committed | N  |
| SDC             | 2015 June E/W Event                                    | Local road maintenance                           | Construction            |   | ---      | 141 | 100 | \$ 5,373.2   | \$ 525.8    | \$ -        | \$ -        | Committed | N  |
| TRC             | National Ticketing Programme                           | Public transport                                 | Implementation          |   | MMPV_EoL | 524 | 51  | \$ 78.0      | \$ 78.0     | \$ -        | \$ -        | Committed | N  |



## Agenda Memorandum

**Date** 27 March 2019



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

**Subject: Public transport operational update for  
the quarter ending 31 December 2018**

**Approved by:** M J Nield, Director - Corporate Services  
BG Chamberlain, Chief Executive

**Document:** 2209406

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### **Purpose**

The purpose of this memorandum is to provide members with an operational report on public transport services for the quarter ending 31 December 2018.

### **Recommendation**

That the Taranaki Regional Council:

1. receives and notes the operational report of the public transport services for the quarter ending 31 December 2018.

### **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 over the quarter increased 1.1% on the same quarter last year. Patronage was 123,292, up 1,312, with increases in Child (9%), Seniors (8%) SuperGold card-holders (3%), Tertiary (14%) and Access (3%) categories.

Leading up to the Christmas period, buses operated an extended service on each of the four Saturdays in December resulting in a pleasing boost to patronage of 935. The first Saturday was by gold coin donation in conjunction with supporting the Christmas Parade with 340 passengers recorded. Patronage on each of the following Saturdays were 159, 202 and 234 compared to the average of 50 passengers usually.

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

Patronage over the quarter was down 8.7% on the same quarter last year. Patronage was 6,048 with the only increase shown in Training (66%) on the same period last year.

For the second year, a promotional Saturday return service was operated to assess whether there may be demand for a regular Saturday service. Overall, patronage was poor. Only twenty-nine passengers used the service over the four Saturdays. Respective passenger numbers were 3, 6, 8 and 12. Based on the low numbers a regular Saturday service is not feasible and even continuation of the December Saturday services will be reconsidered closer to the time.

The development of the public booking App is complete and will be launched in January 2019, thereby enabling individuals to make their own travel bookings. This will save a significant amount of staff time, who were manually entering all the bookings.

The new Connector animated promotional video is also ready to be launched in January 2019 with the initial roll out on social media followed by viewings at movie theatres in Stratford and Hawera from February. This is to promote the service to a wider audience in central and south Taranaki.



### **Southlink services**

YTD patronage is up on the Southlink Opunake to New Plymouth service but down on the other two compared to 2017/2018. The performance of each service is detailed below.

Waverley-Patea-Hawera patronage was 520, down 119 or (19%). Compared to last year Adult patronage was down 45 or (21%) and SuperGold Card patronage was down 55 or (14%). Farebox recovery was 26% compared to 33% last year.

Opunake-Hawera (including Manaia-Hawera) patronage was 244, down 150 or (38%). Compared to last year all fare categories were down. Adult patronage was down 21 or (18%), SuperGold Card was down 108 or (47%), Child was down 7 or (78%) and Under 5's down 20 or (74%). Farebox recovery was 7% compared to 11% last year.

Patronage for the Opunake-New Plymouth service was 457 up 18 or (4%) compared to 2017/2018. Compared to last year Adult patronage was down 30 or (23%) and Child up 38 or 106%. SuperGold Card was down 12 or (4%). Farebox recovery was 8.3% compared to 7.4% last year.

On 6 December, the Opunake to Hawera contract changes went live. This included a revised route and the cessation of the previously separate Manaia to Hawera service on a Tuesday. A new flat fare of \$2 was introduced in an effort to revitalise patronage on the service.

### **SuperGold Card**

SuperGold Card trips for all services for the quarter totalled 14,976, up 45 or 0.3% on the 14,931 for the same quarter last year. Fare revenue was \$34,128 up \$1,287 or 4% on the \$32,840.

### **Total Mobility Scheme**

Total trips for the quarter were 12,442, up 1,778 or 16.6% on the same quarter last year. This is a recent trend with trip numbers increasing since the implementation of the electronic swipe/ID cards.

STOPS, the approved TM operating in Hawera, underwent a change of ownership in December 2018. The new owner Kaye McCurley was employed as a driver for STOPS so is very familiar with the requirements of TM. The change has been well received by Hawera TM clients with a more accessible vehicle in use.

Late November, officers met with NP Taxis and Energy City Cabs to discuss provision of Total Mobility in Waitara. Energy City Cabs had supported Waitara for a number of years but was finding it uneconomical to continue. The purpose of the discussion was, if possible, to work out a plan to continue to provide a service. Both companies agreed it was essential that a service continues with the outcome that both companies will trial a once-a-week service on Thursdays alternating week about. The trial will continue until February 2019 when the parties will meet again to discuss the outcome. This was a great collaborative result and ensures that Waitara TM clients continue to have access to approved operators for the time being.

### **Ironside Vehicle Society Incorporated**

Total trips for the quarter were 1,672, down just 2 trips. Of the total 1,300 or 78% involved wheelchair passengers.

### **Other activities**

Council staff met with the NZ Transport Agency to discuss a proposal to implement the Agency's public transport app. The Agency has been trialling the app, branded Choice, on Queenstown's bus service and will offer it to other regional councils once further development has been completed. It is planned we will implement the App in conjunction with go-live of the new ticketing system.

Two New Plymouth District Council officers met with staff in early November to discuss support for New Plymouth becoming an Age Friendly city. A draft strategy has been written. The Age Friendly Strategy sets out the vision for a New Plymouth District where all people, as they age, can flourish and thrive. Officers agreed that while they will support the initiative they would not actively participate in socialising it to the New Plymouth community or in implementing it.

### **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 2209442: Public Transport Programme Update – operational overview December 2018

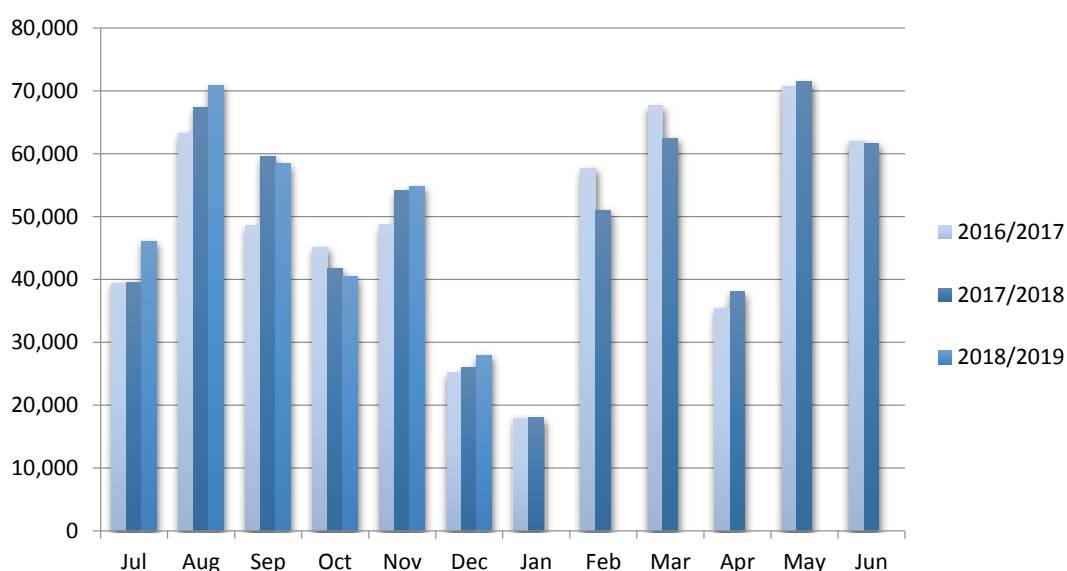
## Regional Transport Committee Public Transport Programme Update – operational overview December 2018

### Citylink Performance

|                | Dec 2018 quarter | Year to date | 17/18 vs 18/19 |
|----------------|------------------|--------------|----------------|
| Patronage      | 123,292          | 298,672      | ↑3.5%          |
| Farebox*       | 31.2%            | 36.6%        | ↑2.8%          |
| Commerciality* | 32.8%            | 38.2%        | ↑2.5%          |

\*Ratios exclude indexation costs

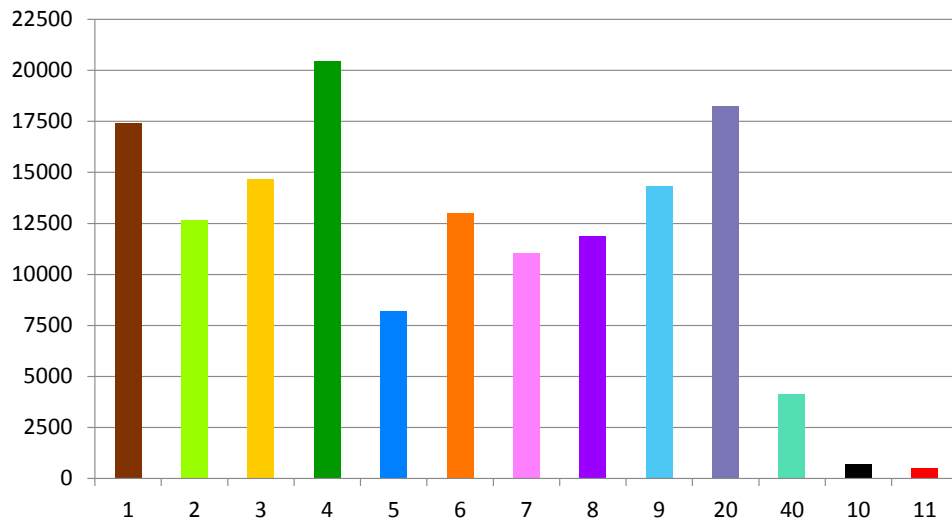
### Citylink patronage 2016/2017, 2017/2018 and YTD 2018/2019



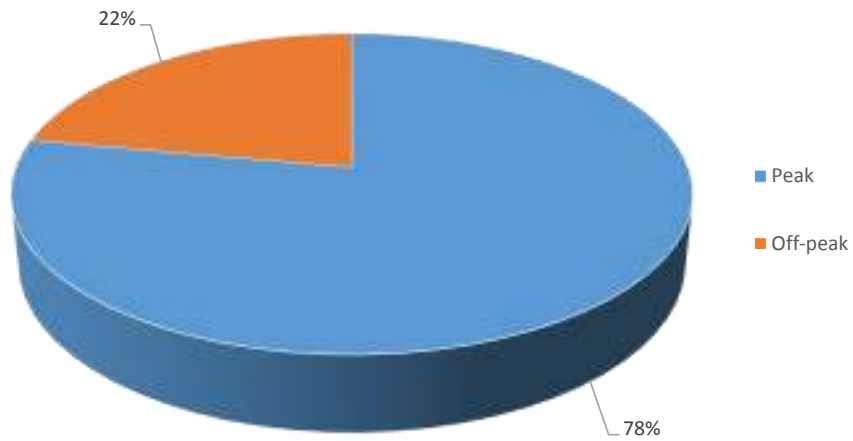
|                  | 2018/2019 YTD | 2017/2018 YTD | 17/18 vs 18/19 |
|------------------|---------------|---------------|----------------|
| Adult            | 16,123        | 16,969        | ↓ 5%           |
| Child/Student    | 170,217       | 156,870       | ↑9%            |
| Senior/SuperGold | 30,263        | 27,755        | ↑9%            |
| Tertiary         | 2,878         | 2,355         | ↑22%           |
| Beneficiary      | 24,939        | 28,461        | ↓12%           |
| Access           | 2,890         | 2,789         | ↑4%            |
| WITT             | 9,152         | 13,062        | ↓30%           |
| Transfer         | 40,378        | 39,139        | ↑3%            |
| Promotion        | 1,832         | 1,124         | ↑63%           |

|                  | YTD 2018/2019 | YTD 2017/18 | 17/18 vs 18/19 |
|------------------|---------------|-------------|----------------|
| Trips per capita | 5.2           | 5.0         | ↑4%            |

**Urban route patronage YTD 2018/2019**



**Citylink peak/off-peak passenger % YTD 2018/2019**

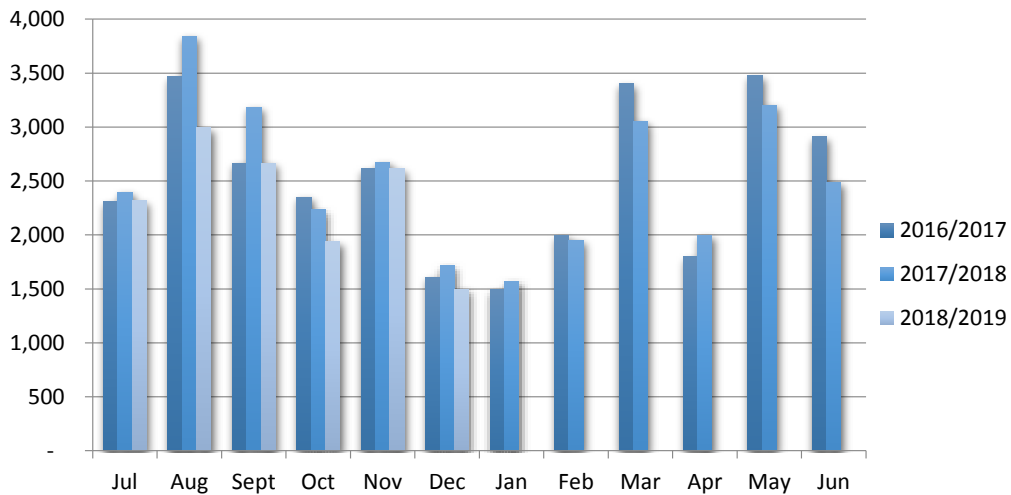


### Connector Performance

|                | Dec 2018 quarter | Year to date | 17/18 vs 18/19 |
|----------------|------------------|--------------|----------------|
| Patronage      | 6,048            | 14,019       | ↓12.6%         |
| Farebox*       | 69.0%            | 64.9%        | ↑5.0%          |
| Commerciality* | 71.2%            | 66.2%        | ↑7.1%          |

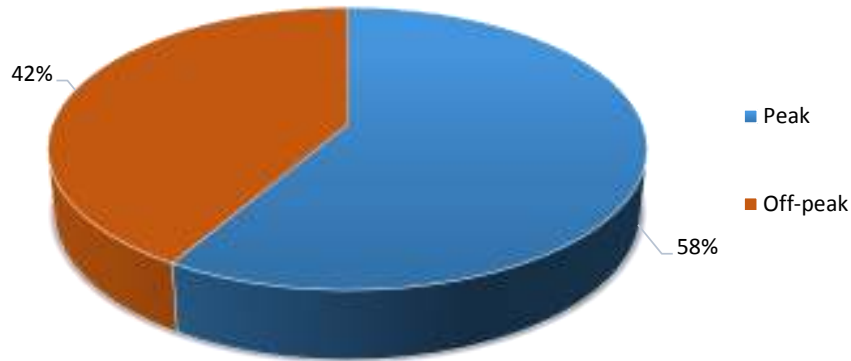
\*Ratios exclude indexation costs

### Connector patronage 2016/2017, 2017/2018 and YTD 2018/2019



|                 | 2018/2019 YTD | 2017/2018 YTD | 17/18 vs 18/19 |
|-----------------|---------------|---------------|----------------|
| Access          | 100           | 111           | ↓10%           |
| Adult           | 1,930         | 2,005         | ↓4%            |
| Beneficiary     | 1,310         | 1,453         | ↓10%           |
| Child           | 216           | 277           | ↓22%           |
| Seniors         | 176           | 190           | ↓7%            |
| SuperGold       | 1,591         | 1,336         | ↑19%           |
| TDHB            | 1,594         | 1,913         | ↓17%           |
| Tertiary        | 836           | 1,227         | ↓32%           |
| WITT            | 4,681         | 5,595         | ↓16%           |
| Training (Paid) | 1,445         | 1,779         | ↓19%           |
| Promotion       | 140           | 156           | ↓10%           |

**Peak / off-peak patronage YTD 2018/2019**



**Southlink performance**

**Opunake to New Plymouth**

|                | Dec 2018 quarter | Year to date | 17/18 vs 18/19 |
|----------------|------------------|--------------|----------------|
| Patronage      | 227              | 457          | ↑ 4%           |
| Farebox*       | 18.5%            | 17.4%        | ↑ 7%           |
| Commerciality* | 18.5%            | 17.4%        | ↑ 7%           |

\*Exclude indexation costs

**Waverley to Hawera**

|                | Dec 2018 quarter | Year to date | 17/18 vs 18/19 |
|----------------|------------------|--------------|----------------|
| Patronage      | 301              | 520          | ↓ 19%          |
| Farebox*       | 30%              | 26.1%        | ↓ 21%          |
| Commerciality* | 30%              | 26.1%        | ↓ 21%          |

\*Excludes indexation costs

**Opunake to Hawera**

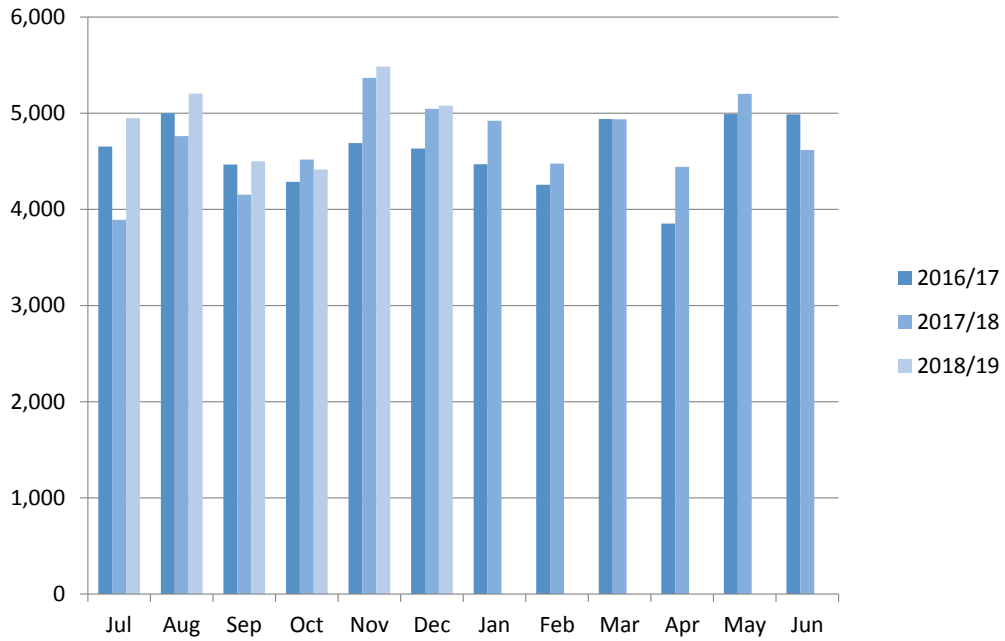
|                | Dec 2018 quarter | Year to date | 17/18 vs 18/19 |
|----------------|------------------|--------------|----------------|
| Patronage      | 59               | 244          | ↑ 18%          |
| Farebox*       | 10.3%            | 7.4%         | ↓ 38%          |
| Commerciality* | 10.3%            | 7.4%         | ↓ 38%          |

\*Excludes indexation costs



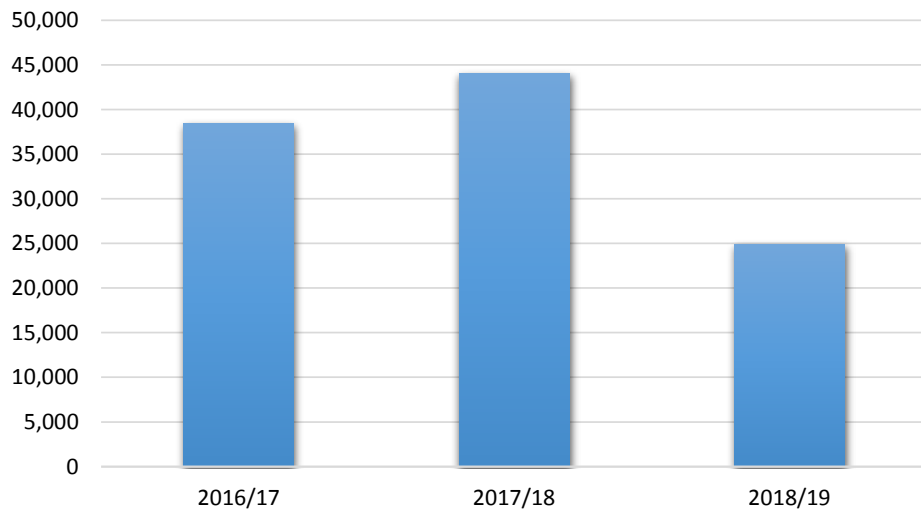
**SuperGold Card**

**SGC patronage 2016/2017, 2017/2018 and YTD 2018/2019**

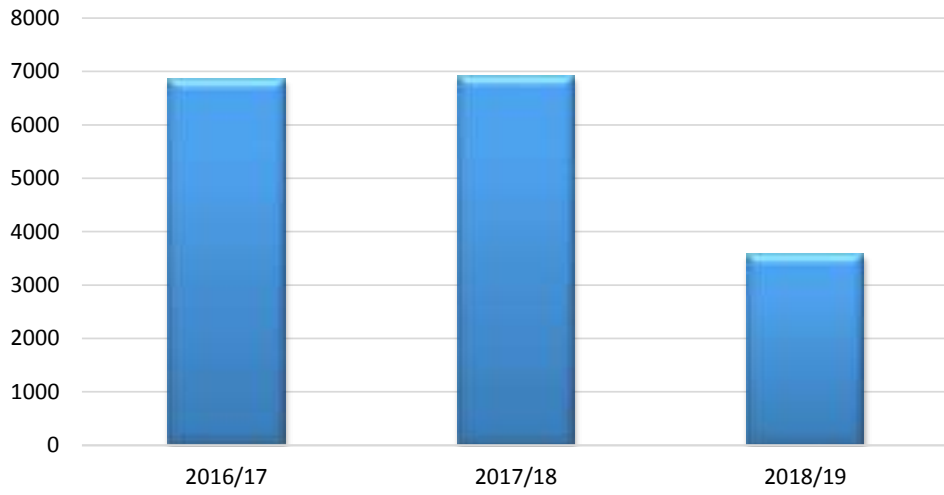


**Total Mobility**

**Total Mobility trips 2016/17, 2017/18 and YTD 2018/2019**



**Ironside trips 2016/17, 2017/18 and YTD 2018/19**



## Agenda Memorandum

**Date** 27 March 2019



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

**Subject: Correspondence and information items**

**Approved by:** MJ Nield, Director – Corporate Services

BG Chamberlain, Chief Executive

**Document:** 2222382

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### Purpose

The purpose of this item is to update the Committee 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 Minister of Transport regarding the State Highway 3 Waitara to Bell Block announcement
2. receives the correspondence from MP Dr Nick Smith requesting endorsement and promotion of a petition on random roadside drug testing, and provides guidance on the response to this request
3. receives and notes the information provided on the Ministry of Transport's regional transport policy workshop being held in New Plymouth on 29 March 2019
4. receives and notes for information purposes the information provided by Crown Infrastructure with regard to the rollout of the Mobile Black Spot Fund
5. receives and notes for information purposes the update provided on the Taranaki Tracks and Trails Strategy project
6. receives and notes for information purposes the brief update provided on the Regional Stock Truck Effluent Strategy review.

### State Highway 3 Waitara to Bell Block announcement

Members will recall that concerns were expressed at the November 2018 Committee meeting regarding the lack of engagement with the Committee on the State Highway 3 Waitara to Bell Block project announcements. A letter was, therefore, sent to the Minister of Transport, Phil Twyford, outlining these concerns; and a response has since been received. This correspondence is attached for information.

### **Petition to introduce random roadside drug testing**

The Committee has received correspondence from MP Nick Smith, attached, requesting support for a petition to urgently pass legislation to introduce random roadside drug testing.

The petition requests, *“That the House of Representatives urgently pass legislation to introduce random roadside drug testing to reduce the escalating road toll from drugged drivers, which resulted in 79 fatal crashes in 2017 and exceeds the number caused by those impaired by alcohol.”*

The proposal is to enable the New Zealand Police to use a saliva test that takes less than ten minutes to administer, as is currently used in Australia, the United Kingdom and Canada.

The correspondence requests assisting with this road safety petition through:

1. Promoting awareness of, and facilitating access to, the petition for signing
2. Formally endorsing the intent of the petition.

Officers seek guidance from the Committee on how to respond to these requests.

### **Ministry of Transport regional transport policy workshop – 29 March 2019**

As notified previously via email, the Ministry of Transport are holding free regional transport policy workshops around the country in late March and early April. The New Plymouth workshop is being held on Friday 29 March, at the New Plymouth District Council Chambers.

The invitation and agenda from the Ministry of Transport are attached to this item.

### **Mobile Black Spot Fund project**

Members will recall that they received an update on the Mobile Black Spot Fund (MBSF) project at their November 2018 meeting. The Committee raised specific concerns at the meeting around limited mobile coverage on State Highway 3 (SH3) south and around the coast (the Surf Highway SH45), with coverage of both highways important for both tourism and safety reasons. An explanation of the prioritisation process of the MBSF work being undertaken was sought.

These queries were put to Crown Infrastructure, along with a request for an update on the coverage and deployment schedule for the MBSF throughout Taranaki, including across the borders into Waikato (through SH3) and Horizons (through SH43 and SH3).

The response from Tanya Harden, Stakeholder Relations Manager, Crown Infrastructure Partners Ltd provided via email on 19 February 2019 is given below.

The priorities for the MBSF programme are as follows:

- For State Highways the top priority is to deliver coverage to the longest black spots, black spots with the highest traffic volumes, and those with the highest vehicle crash rates.
- Tourism areas were prioritised on the basis of visitor numbers per annum based on the International Visitor Survey.

The below information shows the totals for the Taranaki region and then broken down into the three regions.

I have included the Rural Broadband Initiative (phase two) (**RBI2**) information as well for your interest. End users relate to households and/or businesses.

Along with the state highway kms and tourism site numbers, I have included the areas where the coverage will be. Please note, there will not be contiguous coverage along the entire state highway, rather, 'islands' of coverage, which will be sign posted showing how far until the next area of coverage.

RBI2 End Users

|                        |             |
|------------------------|-------------|
| <b>Taranaki Total:</b> | <b>2415</b> |
| New Plymouth:          | 689         |
| Stratford:             | 270         |
| South Taranaki:        | 1456        |

State Highway KMs

|                        |             |
|------------------------|-------------|
| <b>Taranaki Total:</b> | <b>78km</b> |
| New Plymouth:          | 30km        |
| Stratford:             | 48km        |
| South Taranaki:        | -           |

**New Plymouth** (North Taranaki) SH3 Waitomo District Boundary, Mangamaio Stream.  
Target completion date: 2020

**Stratford** (Forgotten World Highway) SH43 Toko Stream, Manawhatu-Whanganui Region Boundary. Target completion date: 2020

Tourism Sites

|                        |   |
|------------------------|---|
| <b>Taranaki Total:</b> |   |
| New Plymouth:          | 1 |
| Stratford:             | 2 |
| South Taranaki:        | - |

|                      |                         |                              |
|----------------------|-------------------------|------------------------------|
| <b>New Plymouth:</b> | Tongaporutu             | Target completion date: 2020 |
| <b>Stratford:</b>    | Te Wera                 | Target completion date: 2019 |
| <b>Stratford:</b>    | Forgotten World Highway | Target completion date: TBC  |

Ms Harden advised that Crown Infrastructure would be sending out update letters to Mayors regarding planned coverage in their districts prior to the Committee meeting on the 27 March 2019, and also that they are providing regular updates on this project to the Taranaki Mayoral Forum.

Further information on the MBSF, including planned coverage maps, is available at [www.crowninfrastructure.govt.nz/blackspots/what/](http://www.crowninfrastructure.govt.nz/blackspots/what/)

### **Taranaki Tracks and Trails project**

A meeting was held by Sport Taranaki, at Stratford District Council on 1 March 2019, with representatives of the four councils and the Walking Access Commission to discuss forward

ownership of the *Taranaki Tracks and Trails Strategy* project. The focus being how to best progress implementation, particularly with developing infrastructure on the ground.

The Taranaki Regional Council's role is one of providing support while recognising that the provision of walking and cycling infrastructure is largely a district council responsibility with the involvement of local community groups, trusts or other organisations where appropriate.

Cr Stacey Hitchcock (NPDC) outlined a proposal to establish a community-based Taranaki Tracks and Trails Trust that would take on ownership of the project and progress. This model is operating successfully in various parts of the country. This proposal was actively supported by attendees, and Cr Hitchcock and Cr Charlotte Littlewood (TRC) agreed to take a proposal to the Taranaki Mayoral Forum meeting on 25 March for endorsement.

### **Regional Stock Truck Effluent Strategy review**

Work on reviewing the *Regional Stock Truck Effluent Strategy for Taranaki (2002)* is continuing, and focus will be renewed on this during April-June 2019.

### **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 2222392: Letter to Minister Dec2018 re: SH3 Waitara to Bell Block announcement  
Dec2018

Document 2220692: Response letter from Minister Mar2019 re: SH3 Waitara to Bell Block  
announcement

Document 2215546: Letter to RTC re Random Roadside Drug Testing Feb2019

Document 2225901: Invitation and Agenda for MoT regional policy workshop 29Mar2019



5 December 2018  
Document: 2167932

Hon Phil Twyford  
Minister of Transport  
Private Bag 18888  
Parliament Buildings  
Wellington 6160

Dear Minister

### **State Highway 3 Waitara to Bell Block announcement**

The Taranaki Regional Transport Committee was pleased to hear of your recent announcements giving the green light for the Waitara to Bell Block safety improvement works to proceed, along with associated funding commitments. We very much welcome the announcement and look forward to progress being made quickly on this important project.

The Regional Transport Committee has long been a strong advocate for safety improvements on this stretch of highway.

As you will be aware, the road has a horrific crash history which includes a number of intersections that rate amongst the country's worst. The Committee has ranked this project as its number one priority in its *Regional Land Transport Plan* and has been active on a number of fronts for this much needed work to proceed as a matter of urgency. We are therefore totally supportive of your announcement.

With this in mind, the Regional Transport Committee, at its meeting on 28 November 2018, decided to write to you expressing its disappointment that invitations to the announcements on the Waitara to Bell Block project were not extended to any or all Committee members or at least to me as Chairman of the Committee.

Work to date on this project has been a collaborative effort involving the NZ Transport Agency and the Regional Transport Committee working with the community and other stakeholders. We are firm believers in following good process and using the structures that have been put in place to provide input on important transport matters.

I believe that stepping outside of this process will only encourage a greater degree of political lobbying by those who have not necessarily had the benefit of a carefully considered policy or programme of works set within a wider regional context, as members of the Regional Transport Committee have.



Minister, we are right behind your announcements for the Waitara to Bell Block project and we look forward to working collaboratively with you in future on this and other projects of importance to the Taranaki region.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Craig Williamson', with a stylized flourish at the end.

**Cr Craig Williamson**  
**Chair Regional Transport Committee**  
**Taranaki Regional Council**

cc: Parekawhia McLean  
Director Regional Relationships, Central North Island  
New Zealand Transport Agency  
PO Box 973  
Hamilton 3240

# Hon Phil Twyford

**MP for Te Atatu**

Minister of Housing and Urban Development

Minister of Transport



8 MAR 2019

Cr Craig Williamson  
Chair Regional Transport Committee  
Taranaki Regional Council  
Private Bag 713  
Stratford 4352

**Taranaki Regional Council**  
**Document No:**

12 MAR 2019

**Document No of Reply:**

Dear Craig

Thank you for your letter of 5 December 2018 regarding the State Highway 3 Waitara to Bell Block announcement. Please accept my apologies for the delay in replying.

Please accept my apologies that an invitation was not extended to any member of the Regional Transport Committee to attend the announcement. Given the time available, the decision was made to keep the announcement limited to a very small number of attendees.

I appreciate this was disappointing for you, and want to thank you for the work you have done to ensure that this, and other parts of the road network are safe for the community.

I hope that we will all begin to see the benefits of these safety improvements realised in the near future.

Yours sincerely

Hon Phil Twyford  
Minister of Transport



**Hon Dr Nick Smith**

Member of Parliament for Nelson

28 FEB 2019

To Chairs of Regional Transport Committees

To Whom it May Concern

We are writing to request your Council endorse and promote the petition of Karen Dow in the name of her late son Matthew.

The petition requests "That the House of Representatives urgently pass legislation to introduce random roadside drug testing to reduce the escalating road toll from drugged drivers, which resulted in 79 fatal crashes in 2017 and exceeds the number caused by those impaired by alcohol."

Matthew Dow was 23 years old when killed on New Year's Eve 2017 by a drugged driver high on meth and cannabis. The woman had previously served time for drug convictions and was driving like a maniac at Appleby when she killed Matthew. Matthew's parents have initiated this petition to raise awareness of the problem of drugged drivers and to give Police the tools needed that have been successfully used in Australia, the United Kingdom and Canada to get drugged drivers off the roads.

The proposal is to enable police to use a simple saliva test as used currently to great success in countries including Australia, Canada and the United Kingdom. The system is simple to administer and takes less than 10 minutes.

Last year there were 79 deaths nationally involving drug drivers, compared to 70 deaths where drink drivers were involved. Conversely during that same period there were 16,000 convictions for drink driving but less than 200 for drug driving. The current system is simply too difficult for police and too open to interpretation. A test that is quick, easy and objective is essential if we are to reduce our road toll and make our roads safer for all. This issue will become more important in the context of the Government's policies to liberalise access to drugs like cannabis.

There are two ways your Council and/or Transport Committee could assist with this road safety petition. We would invite you to have the petition available for public signatures at your Council offices, libraries or other areas engaging with the public. We enclose a petition form that you could photocopy for this purpose. You could also draw public attention to the digital version of Matthew's petition at the following web address

[https://www.parliament.nz/en/pb/petitions/document/PET\\_82698/petition-of-karen-dow-matthews-petition-seeking-urgent](https://www.parliament.nz/en/pb/petitions/document/PET_82698/petition-of-karen-dow-matthews-petition-seeking-urgent)

The other way your Council could assist would be to formally endorse the intent of the petition. The more Councils we have supporting this initiative, the more likely we will get Government and Parliament to address this increasing road safety risk.

If you have any further questions please feel free to contact [nick.smith@parliament.govt.nz](mailto:nick.smith@parliament.govt.nz)

Kind regards,

A handwritten signature in blue ink, appearing to be 'N. Smith', written over a light blue horizontal line.

Hon Dr Nick Smith

MP Nelson

A handwritten signature in blue ink, appearing to be 'PP Karen Dow', written over a light blue horizontal line.

Karen Dow

Petition initiator and Matthew Dow's mother



**Fiona Ritson**

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**From:** GPS <gps@transport.govt.nz>  
**Sent:** Monday, 11 March 2019 9:30 AM  
**To:** GPS  
**Subject:** Regional Transport policy workshops- please join us

Good morning,

The past 18 months have seen some significant changes for transport. What does mode neutrality look like? What roles should rail and coastal shipping play in moving freight around the country? Are we investing enough in Public Transport and how do we use investment in active transport infrastructure to drive the social, environmental and health outcomes we want to see in New Zealand?

GPS 2018 signalled the beginning of this shift in focus for transport investment, and was a large change for the sector compared to the previous GPS.

We are now at the beginning of work to develop GPS 2021, and we want to seek your views to help inform how we focus the GPS.

However, we're very conscious that the GPS is not the only thing the Ministry wants to engage with you on over the next 6 – 12 months, and we know the strain this can put on resources.

You are critical partners in developing and shaping policy.

To try and lighten the load, we are looking to hold a full day workshop in each of the regions to discuss MoT's strategic policy direction, and get your input into shaping key policy.

A detailed programme for this is still being finalised, but we would like to cover:

- the context we are operating in within central government – looking at levers like the Living Standards Framework and Wellbeing Budget
- what you see as the issues and opportunities facing your region
- the Transport Outcomes Framework, and how we intend to measure our progress against it
- have a conversation on the role of the GPS, what's working well and what could be better
- update you on the Road Safety Strategy
- introduce you to some thinking we are doing around the future of revenue for transport.

We are finalising venues and arrangements at the moment, but would like to ask you to save the date for the workshop in your region in your calendars:

|                    |                              |
|--------------------|------------------------------|
| Monday 25 March    | Nelson                       |
| Wednesday 27 March | Greymouth                    |
| Friday 29 March    | New Plymouth                 |
| Monday 1 April     | Invercargill                 |
| Tuesday 2 April    | Christchurch, Whangarei      |
| Wednesday 3 April  | Dunedin                      |
| Friday 5 April     | Wellington, Palmerston North |

|                    |                    |
|--------------------|--------------------|
| Monday 8 April     | Napier             |
| Tuesday 9 April    | Tauranga           |
| Wednesday 10 April | Hamilton           |
| Thursday 11 April  | Gisborne, Auckland |

We are keen to hear from anyone involved in transport policy, developing regional land transport plans, developing business cases for transport investment – or just really into transport – so please pass this on to others in your organisation who you think would be interested.

To RSVP for the workshops, or if you have any questions, please email [gps@transport.govt.nz](mailto:gps@transport.govt.nz). Further information about timing and venue, as well as an agenda for the day, will be sent out later this week.

We look forward to seeing you soon.

Helen

**Helen White**  
Manager Investment  
**Ministry of Transport – Te Manatū Waka**

M: +64 22 068 8510 | [www.transport.govt.nz](http://www.transport.govt.nz)

***Enabling New Zealanders to flourish***

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**MINISTRY OF TRANSPORT**

**Wellington (Head Office)** | 318 Lambton Quay, Wellington Central | PO Box 3175 | Wellington 6011 | NEW ZEALAND | Tel: +64 4 439 9000 |

**Auckland** | NZ Government Auckland Policy Office | 45 Queen Street | PO Box 106238 | Auckland City | Auckland 1143 | NEW ZEALAND | Tel: +64 4 439 9000 |

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## Agenda – regional transport policy workshop

|               |  |  |
|---------------|--|--|
| 8:15 am       | <i>Doors open &amp; coffee available</i>   |  |
| 8:30 – 8:40   | Overview/ scene setting  | Overview of what the day will cover  |
| 8:40 - 9:00   | Introduction: the context we are all working in                                  | A presentation on the Living Standards Framework, Well Being Budget, and how these relate to the Transport Outcomes Framework and transport investment levers.   |
| 9:00 – 10:30  | Workshop one: horizon scanning   | An interactive session to identify key themes/issues/trends against each of the transport outcomes that are relevant to your region  |
| 10:30 – 11:00 | <i>Morning tea</i>   |  |
| 11:00 – 12:30 | Workshop two: Road Safety Strategy   | Update on the road safety strategy, and discussion on what vision zero means for your communities.   |
| 12:30 – 1:15  | <i>Lunch</i>   |  |
| 1:15 – 2:00   | Transport Evidence Base: Outcomes framework indicators and GPS 2018 measures     | Discussion on the Transport Evidence base – including the Domain and Evaluation Strategies. Discussion of appraisal and assessment frameworks e.g. social impact assessment, cost benefit analysis – how we assess whether something is a good investment/policy/decision. |
| 2:00 – 2:30   | Workshop three: feedback and discussion on the different measures and indicators | What do you think of the transport outcomes framework indicators and GPS reporting measures? What will work best?  |
| 2:30 – 3:00   | Future of the land transport revenue system project                              | Overview of MoT's upcoming work to examine the future of the land transport revenue system   |
| 3:00 – 3:15   | <i>Coffee break</i>  |  |
| 3:15 – 4:30   | Workshop three: Shaping the future GPS and NLTP (MoT / NZTA)                     | Current and future demands for the GPS and NLTP - discussion on the role of the different sections of the GPS and pressures on the NLTP.<br><br>Workshop to identify what's working well and possible improvements.  |
| 4:30 – 5:00   | Wrap up  | Discussion and feedback on the day, next steps   |