

**Regional Transport Committee**

Wednesday 28 November 2018  
11.00am

Taranaki Regional Council, Stratford



**Agenda for the meeting of the Regional Transport Committee to be held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 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)      |
|                | Mayor R Dunlop            | (South Taranaki District Council) |
|                | Ms P McLean               | (NZ Transport Agency)             |

**Apologies**

**Notification of Late Items**

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## Agenda Memorandum

**Date** 28 November 2018

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



**Subject: Confirmation of Minutes – 5 September 2018**

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

**Document:** 2162140

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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 5 September 2018 at 11.05am
2. notes the recommendations therein were adopted by the Taranaki Regional Council on 18 September 2018.

### Matters arising

### Appendices

Document #2116313 – 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 5 September 2018 commencing at  
11.05am.**



|                                   |  |                |                                   |                                   |
|-----------------------------------|--|----------------|-----------------------------------|-----------------------------------|
| <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) |                                   |
|                                   | 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)      |                                   |
|                                   | Mrs  | J Bielski      | (Policy Analyst)                  |                                   |
|                                   | Mrs  | K van Gameren  | (Committee Administrator)         |                                   |
|                                   | Mr   | P Ledingham    | (Communications Officer)          |                                   |
|                                   |  | Messrs         | S Bowden                          | (Stratford District Council)      |
|                                   |  |                | V Lim                             | (South Taranaki District Council) |
|                                   |  |                | R I Anson                         | (NZ Transport Agency)             |
|                                   |  |                | D Perry                           | (NZ Transport Agency)             |
|                                   |  | R Haveswood    | (Sport Taranaki)                  |                                   |
| <b>Apologies</b>                  | There were no apologies.   |                |                                   |                                   |
| <b>Notification of Late Items</b> | There were no late items of general business.  |                |                                   |                                   |
| <b>Deputation</b>                 | Mr Darryl MacDonald, Amber and Black Quality Cars, made a deputation to the Committee on the number of accidents at the SH3 Northgate/Watson Street intersection, New Plymouth adjacent to his car sale business. The NZ Transport Agency provided an update on Mr MacDonald's concerns that have been expressed to the Agency and the Agency's response to the matter to date. The Agency is working through possible solutions that will be reported back to the Committee in due course. Mr MacDonald was thanked for his deputation. |                |                                   |                                   |

**1. Confirmation of Minutes - 13 June 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 13 June 2018 at 11.05am.
2. notes that recommendations therein were adopted by the Taranaki Regional Council on 26 June 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 8 August 2018 was received and noted.

#### **Recommended**

THAT the Taranaki Regional Council

1. receives for information purposes the minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 8 August 2018.

Williamson/Dunlop

#### **3. Regional Land Transport Plan for Taranaki 2015/16-20/21: Mid-term review for the 2018/19-2020/21 period**

- 3.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum completing the update of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* (the RLTP) through its *Mid-term Review for the 2018/19 – 2020/21 period*.

#### **Recommended**

That the Taranaki Regional Council:

1. receives the final revised *Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19-20/21 period* document
2. notes the evolutionary nature of the activities included in the programme component of the original *Regional Land Transport Plan for Taranaki 2015/16–2020/21*.

McDonald/Dunlop

#### **4. Regional Land Transport Plan: Annual Monitoring Report for 2017/18**

- 4.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum presenting the Committee with the *Regional Land Transport Plan for Taranaki 2015/16 – 2020/21: Annual Monitoring Report for 2017/18*.

**Recommended**

That the Taranaki Regional Council:

1. receives and adopts the *Regional Land Transport Plan for Taranaki 2015/16 – 2020/21: Annual Monitoring Report for 2017/18*.

Duynhoven/Dunlop

**5. Request to Vary the Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19 – 2020/21**

- 5.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum seeking approval of a request to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19 – 2020/21*.

- Install automatic gates Weymouth Street pedestrian crossing over rail - New Plymouth District Council

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

**Recommended**

THAT the Taranaki Regional Council

1. receives the memorandum, Request to Vary the *Regional Land Transport Plan for Taranaki: 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 Plymouth District Council, to install automatic gates at the Weymouth St Pedestrian Railway Crossing
3. adopts this variation to the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* and forwards it on to the New Zealand Transport Agency for consideration.

Williamson/Duynhoven

**6. Recent government announcements**

- 6.1 The memorandum updating the Committee on recent government publications finalised and announcements made with respect to land transport funding was received and noted.

**Recommended**

THAT the Taranaki Regional Council

1. receives and notes the information presented on the Ministry of Transport's *Government Policy Statement on Land Transport 2018/19-2027/28*
2. receives and notes the information presented on the NZ Transport Agency's *Investment Assessment Framework for the 2018/19 National Land Transport Programme*

3. receives and notes the information presented on the NZ Transport Agency's announcement on Enhanced Financial Assistance Rates
4. receives and notes the information presented on the Ministry of Transport's new Regional Fuel Tax legislation.

Dunlop/McDonald

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

- 7.1 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. More detailed information was provided to the Committee in the New Zealand Transport Agency Regional Report (Item 8).

### **Recommended**

THAT the Taranaki Regional Council

1. receives and notes the memorandum *Release of the National Land Transport Programme 2018/19 - 2020/21*

Volzke/Duynhoven

## **8. New Zealand Transport Agency Regional Report**

- 8.1 Ms P McLean, NZ Transport Agency, spoke to the NZ Transport Agency's Quarterly Report to the Taranaki Regional Transport Committee updating Members on Agency news and activities.
- 8.2 A number of matters were noted and discussed by the Committee including:

- National Land Transport Programme (NLTP)
- Government Policy Statement (GPS)
- Investment Assessment Framework
- Government's priorities around a safer and more resilient transport system
- \$16.9 Billion total investment in land transport under the NLTP
- NLTP Activity Classes - two new activities - rapid transport and transitional rail
- NLTP by regions - \$300M for Taranaki
- Safe Networks programme - government priority
- 80KM on rural roads (proposed)
- National Priority Programmes collaboration with Local Government New Zealand and Enhanced Funding Assistance Rates (FAR)
- NLTP Taranaki Investment
- Taranaki Highway Projects overview, with discussions on
  - Forgotten World Highway SH43
  - Moturoa Safety Improvements SH44
  - Bell Block to Waitara SH3 route improvements
  - Mangamahoe (Kent Road) Culvert SH3

**Recommended**

THAT the Taranaki Regional Council

1. receives and notes the Regional Report from the NZ Transport Agency dated 27 August 2018.

Dunlop/Duynhoven

**9. Draft Taranaki Tracks and Trails 2040 Strategy update**

- 9.1 Mr R Haveswood, Sport Taranaki, updated Members on a Draft Tracks and Trails 2040 Strategy and, in particular, a proposal for a future New Plymouth to Hawera cycle/walking trail. A presentation was provided to the Committee in support of this item.
- 9.2 Mr Haveswood outlined to the Committee an *Around the Mountain Walking and Cycle Track (New Plymouth to Hawera)* proposal currently under investigation. The Committee endorsed the concept noting potential linkages to other walking/cycleway proposals. Sport Taranaki were invited to provide further feedback/progress to the Committee in due course.

**Recommended**

THAT the Taranaki Regional Council

1. notes and receives with thanks the update provided by Sport Taranaki representatives on a future New Plymouth to Hawera cycle/walking trail outlined in a *Draft Tracks and Trails 2040 Strategy*.

Williamson/Volzke

**10. Passenger transport operational update for the quarter ending 30 June 2018**

- 10.1 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 June 2018.

**Recommended**

THAT the Taranaki Regional Council

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

Duynhoven/Dunlop

**11. Correspondence and information items**

- 11.1 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 response received from Waikato Regional Council regarding the Taranaki Regional Council's submission on their *Draft 2018 Update to the 2015 Waikato RLTP*.

Williamson/MacDonald

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

**Confirmed**

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

Date 28 November 2018

## Agenda Memorandum

**Date** 28 November 2018



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

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

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

**Document:** 2150793

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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 31 October 2018.

### **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 31 October 2018.

### **Decision-making considerations**

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

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

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

### **Policy considerations**

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

### **Iwi considerations**

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

### **Legal considerations**

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

### **Appendices/Attachments**

Document 2149030: Minutes of Taranaki RTAG meeting 31 October 2018.

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

|                  |   |      |
|------------------|---|------|
| <b>Date</b>      | <b>Wednesday 31 October 2018 at 10.00am</b>                 |      |
| <b>Venue</b>     | <b>Taranaki Regional Council, 47 Cloten Road, Stratford</b> |      |
| <b>Present</b>   | David Perry (DP)  | NZTA |
|                  | Paul Murphy (PM)  | NZTA |
|                  | Steve Bowden (SB)   | SDC  |
|                  | Vincent Lim (VL)  | STDC |
|                  | Shaun Harvey (SH)   | NZTA |
|                  | Wayne Wallace (WW)  | NZTA |
|                  | Jo Bielski (JB)   | TRC  |
|                  | Gray Severinsen (GS)  | TRC  |
|                  | Siubhan Green (SG)  | TRC  |
| <b>Apologies</b> | Chris Clarke (CC)   | TRC  |
|                  | Richard Ashman (RA)   | NZTA |
|                  | Lance Kennedy (LK)  | NZTA |
|                  | Matt Richardson (MR)  | NPDC |
|                  | Barry Dowsett (BD)  | NZTA |

| Item | Agenda subject   | Action |
|------|--|--------|
| 1.   | <b>Welcome and apologies</b><br>Apologies were received and noted above.   |        |
| 2.   | <b>Minutes of last meeting held on 8 August May 2018</b><br>The previous minutes of the RTAG meeting held on Wednesday 23 May 2018 were accepted with the following corrections:<br><br>Item 5 is to be amended to read:<br><b><i>Enhanced Funding Rates</i></b><br><i>... Low cost/low risk projects (under \$1m) <del>aren't</del> are included.</i><br><br>Matters raised:<br><br>A general discussion was held on the rules around Enhanced Funding Rates. NZTA information on this matter was later disseminated to the group by WW and is attached to these Meeting Minutes for information. | WW     |
| 3.   | <b>RLTP Monitoring Report</b><br>JB advised that the template set up for the Monitoring Reports over last 3-5 years has proved problematic this year. Is it still of value? Do we even need it? Looking to reduce it down to 2 pages, no more than 4.  |        |



| Item      | Agenda subject  | Action    |
|-----------|---|-----------|
|           | <p>across to York Rd and then up to Forest Rd near the National Park boundary was considered.</p> <p>VL asked about the projects sustainability and who would maintain the tracks and trails.</p> <p>GS said the outcome at the end of the meeting was - where to from here? Sport Taranaki raised the question as to who would take responsibility for the project. There was an expectation in the group that it would be the regional council however that is not an option – the TRC will support the project but it involves infrastructure construction which belongs with the district councils.</p> <p>GS asked if it were possible to get provincial growth funding in conjunction with NZTA funding. He suggested NZTA funding might be difficult as whilst cyclists are potentially being taken off the SH, the proposal is targeted more towards tourism and leisure as opposed to providing an alternative commuter option.</p> <p>DP suggested there could be an issue with Kiwi Rail who currently collect money from grazing leases.</p> <p>SB suggested it would require a full time individual to implement. SB agreed to contact Sport Taranaki to determine progress and next steps.</p>  | <p>SB</p> |
| <p>8.</p> | <p><b>Round Table</b></p> <p><u>Stratford District Council - SB</u></p> <ul style="list-style-type: none"> <li>• Whangamomona Rd – A Councillor meeting hasn’t happened yet to discuss this road and its issues. If the council does take on responsibility, it needs to be determined what legalities there are around standards and safety. There is none at present. The LTA can allow for restrictions regarding what vehicles may be permitted to use the road (for example 4x4, quad or motorbikes) and the level of service would then be geared to that. The next step is to discuss with councillors the direction, ie whether it is left with RAG or council take it over. If the latter, a business case is needed to determine the potential dollars generated vs the cost of the project.</li> <li>• Plateau Carpark – will return once the weather improves, next month hopefully.</li> <li>• Prospero Pl – Still waiting to hear back from properties adjoining. Looking to get the streetscape improvements underway and completed before NZTA start the SH redevelopment.</li> <li>• Powerco will install the underground cable up to Mountain House and the ski field after Christmas. There are 5km’s of cable to be installed offering security of power to these locations.</li> <li>• The ultrafast broadband installation is now completed.</li> <li>• Logging trucks are still proving to be problematic. Specifically regarding no advanced notification of harvesting. The privately owned properties are the biggest issue here. Aaron Templeton from Kiwi Rail has funding for a business case for rail heads with a view to putting timber back on rail. There is an issue with the SOL (Ohura) Line to overcome as these tracks are shared with the golf carts; however there is the potential to alleviate this with a time share system. JB is to ask Bruce Pope whether or not TRC receive a list of harvesting timeframes as part of the new National Environmental Standard requirements for Plantation Forestry.</li> </ul> | <p>JB</p> |

| Item | Agenda subject  | Action              |
|------|---|---------------------|
|      | <ul style="list-style-type: none"> <li>• The maintenance contract is in the process of being rewritten. It is likely to go out for tender after Christmas and will be a 7 year term - 3+2+2.</li> </ul> <hr/> <p><u>South Taranaki District Council - VL</u></p> <ul style="list-style-type: none"> <li>• Nukumarū Station Road is still problematic, there are ongoing issues with the land owner.</li> <li>• The reseal program is underway, the package has gone out for tender.</li> </ul> <hr/> <p><u>Taranaki Regional Council - JB</u></p> <ul style="list-style-type: none"> <li>• JB is updating the Stock Truck Effluent Disposal Strategy. There is a meeting anticipated for the end of November/early December. Currently a problem with the Ahititi site which is not fit for purpose. Anecdotal evidence suggests meat processing and cartage companies are not utilising their own effluent facilities. There also needs to be better notification for campers to dispose of their effluent in the correct sites and not in stock truck facilities.</li> <li>• ONRC and REG workshops – JB wished to ask about regional council involvement. It was established that it is up to the RC as to their desired level of involvement. Input is always appreciated however most of the RC’s are stepping away. PM can advise which of the meetings it would be worthwhile to attend.</li> <li>• JB asked about the speed management plan. Waikato is looking to implement region wide speed restrictions of 90km on local rural roads.</li> <li>• Is NZTA coming out with a revised structure plan? There was some clarification around the attendee’s roles. <ul style="list-style-type: none"> <li>- Systems Design and Delivery: SH, PM and DP</li> <li>- Strategy Policy and Planning: WW</li> <li>- Customer Experience and Behaviour: LK</li> </ul>                     JB was advised to check with Parekawhia McLean for a structure and to determine who should be attending future RTAG meetings.                 </li> </ul> <hr/> <p><u>NZ Transport Agency - PM</u></p> <ul style="list-style-type: none"> <li>• Confirmed his title is Systems Management Regional Investment Advisor.</li> </ul> <hr/> <p><u>NZ Transport Agency - SH</u></p> <ul style="list-style-type: none"> <li>• Working on Nukumarū Station Rd in conjunction with VL</li> <li>• Advised he is responsible for investment projects over \$1M.</li> </ul> <hr/> <p><u>NZ Transport Agency - WW</u></p> <ul style="list-style-type: none"> <li>• Asked if there were any other PGF applications. SB advised “Sealing Junction Rd”.</li> </ul> <hr/> <p><u>NZ Transport Agency - DP</u></p> | <p>PM</p> <p>JB</p> |

| Item | Agenda subject  | Action              |
|------|---|---------------------|
|      | <ul style="list-style-type: none"> <li>• From a network perspective:                             <ul style="list-style-type: none"> <li>- The reseal program started on 1 October</li> <li>- Asphalt program in NP city as per last year</li> <li>- Kent Rd is progressing, the pipe was ordered last week</li> </ul> </li> <li>• LED's - RA is still handling the region wide program. Safety works on Glover Rd this year.</li> <li>• There is an issue on Hospital Hill which is down to one lane following a significant slip. A detailed design should be ready within 2 weeks.</li> <li>• Waitara to Bell Block package of work is going to funding.</li> <li>• RA has accepted a new role and has resigned. JB to take off distribution list.</li> <li>• The SH43 Improvement Project workshop for key stakeholders is to be held on 15 November. SB proposed it be held at SDC rather than in New Plymouth and will follow up.</li> </ul> | <p>JB</p> <p>SB</p> |
| 9.   | <p><b>Next RTC meeting agenda items</b></p> <p>No agenda items were raised for the next meeting.</p>  |                     |
| 10.  | <p><b>General Business</b></p> <p>SB to raise at the RCA forum the issue of uneconomical bridges, ownership and maintenance. Direction is needed regarding funding moving forward.</p>  | <p>SB</p>           |
| 11.  | <p><b>Next RTC meeting</b></p> <p>To be advised</p> <p>Meeting closed 12.15</p>   |                     |

## **NZTA's Guidance on Targeted Enhanced Rates Operational Policy**

### **Introduction**

This section provides criteria and guidance to assist Approved Organisations and the Transport Agency in using the Transport Agency's Operational Policy for the application of Targeted Enhanced Rates.

### **Definition**

Targeted enhanced rates are time limited, specified funding assistance rates (FARs) that are higher than normal FARs and applied in exceptional circumstances and time limited periods to either:

- facilitate an activity that is particularly important from a national land transport perspective, where it is highly likely that it would not proceed within an appropriate timeframe if additional funding assistance was not provided; or
- give a kick start to encourage and enable an approved organisation to make a step change.

Any targeted enhanced rate shall cease after a predetermined date, unless there is clear justification that is consistent with the original criteria to extend its application.

### **Board approval of targeted enhanced rates required**

The Transport Agency Board has reserved the power to approve changes to funding assistance rates (FARs) to itself, including the power to approve bespoke arrangements involving targeted enhanced rates. In other words, there is no delegation to staff or Approved Organisations to approve targeted enhanced rates.

### **Criteria to apply in considering use of targeted enhanced rates**

Where an opportunity arises to achieve a tactical step change that addresses the Transport Agency's priorities, and in deciding whether or not to use a targeted enhanced funding assistance rate to deliver the step change, the Transport Agency must be satisfied that the following criteria are met:

1. The outcomes intended to be achieved by the proposed targeted enhanced rate align with the results identified in the current GPS.
2. The intended outcomes address an exceptional, unforeseen and immediate need that will deliver the Transport Agency's priorities as a step change ahead of normal funding capability in the short term.
3. Use of the targeted enhanced rate achieves value for money when [assessed incrementally](#) under the Transport Agency's investment assessment framework.
4. The Approved Organisations will be able to deliver the outcomes sought from the application of the targeted enhanced rates.

5. There is sufficient headroom within the GPS funding range for the relevant activity class and sufficient funding in the National Land Transport Fund (NLTF) to enable funding to be made available for use of the targeted enhanced rate.
6. There is evidence that Approved Organisations would have material difficulty in finding the local share of the costs of the activity within an appropriate timeframe through application of normal FARs.
7. The relevant Approved Organisations have sufficient capability to use the targeted rate to achieve the intended outcomes or can be provided with sufficient guidance to do so.
8. The Approved Organisations will be able to find the local share to maintain the new or improved infrastructure or level of service the targeted rate would be seeking to achieve once the targeted rate ceases.
9. The outcomes intended to be achieved by the targeted enhanced rates can be clearly identified and monitored.

### **Guidance for setting the targeted enhanced rate**

Targeted enhanced rates are set on a case by case basis and do not set a precedence for subsequent proposals. Some considerations to take into account in setting a targeted enhanced rate are:

- it should be set so that the investment of the additional NLTF funds to support the enhanced rate achieves value for money when **assessed incrementally** under the Transport Agency's framework
- it should be positioned sufficiently above the normal FARs of the relevant Approved Organisations to incentivise delivery of targeted outcomes in the specified timeframe
- it should reflect the Transport Agency's requirement to achieve value for money and be sufficient without being generous
- it should ensure that Approved Organisations continue to have a reasonable share of the ownership and risk in the costs of delivering their activities.

### **Business case to be developed**

Any proposal to use targeted enhanced rates requires the development of a business case that:

- sets out the purpose of and outcomes intended from the proposal
- describes the options considered, the preferred option and the process undertaken to select the preferred option
- demonstrates how well each of the seven criteria is met
- provides evidence that the proposal represents value for money and that the guidance above for setting the rate has been taken into account.

### **Engagement and review**

The Transport Agency will:

- consider whether to carry out general or targeted engagement prior to deciding to use a targeted enhanced rate; and
- complete a review of each application of targeted enhanced rates to gauge its success and help improve policy and guidance.

**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                |
| TP      | Transport Programme                                 |
| TRC     | Taranaki Regional Council                           |
| TSIG    | Transport Significant Interest Group                |
| VDAM    | Vehicle Dimensions & Mass                           |
| WAC     | Walking Access Commission                           |

## Agenda Memorandum

**Date** 31 November 2018



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

**Subject: Minutes of the State Highway 3 Working Party meeting**

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

**Document:** 2150789

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### **Purpose**

The purpose of this memorandum is to receive (for information) the unconfirmed notes of the State Highway 3 Working Party meeting held on Monday 29 October 2018 at the St Johns Ambulance rooms in Mokau.

### **Recommendation**

That the Taranaki Regional Council:

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

### **Decision-making considerations**

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

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

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

### **Policy considerations**

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

### **Iwi considerations**

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

### **Legal considerations**

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

### **Appendices/Attachments**

Document 2150718: Notes of SH3 Working Party meeting for 29 October 2018

**Notes of the meeting of the SH3 Working Party**  
held from 1.00pm on Monday 29 October 2018  
at the St John Ambulance rooms, 16 North Street, Mokau

**Present:**

|                       |                                 |
|-----------------------|---------------------------------|
| Craig Williamson (Cr) | Taranaki Regional Council       |
| Hugh Vercoe (Cr)      | Waikato Regional Council        |
| Mark Tamura           | Waikato Regional Council        |
| Matthew McDonald (Cr) | Taranaki Regional Council       |
| Jo Bielski            | Taranaki Regional Council       |
| Gray Severinsen       | Taranaki Regional Council       |
| Mike Nield            | Taranaki Regional Council       |
| Harry Duynhoven (Cr)  | New Plymouth District Council   |
| Brian Hanna (Mayor)   | Waitomo District Council        |
| Joanna Towler         | Waitomo District Council        |
| Phil Brodie (Cr)      | Waitomo District Council        |
| Andrew Murphy (Const) | NZ Police, Mokau                |
| Patrick Duffy (Sgt)   | NZ Police, Taranaki             |
| Tom Cloke             | National Road Carriers Inc.     |
| Parekawhia McLean     | NZ Transport Agency, Waikato    |
| Hugh Milliken         | Mt Messenger Alliance           |
| Andrew Gard           | NZ Transport Agency, Wellington |
| Ross I Anson          | NZ Transport Agency, Taranaki   |
| Barry Dowsett         | NZ Transport Agency, Waikato    |
| Lance Kennedy         | NZ Transport Agency, Taranaki   |
| David Perry           | NZ Transport Agency, Taranaki   |
| Steve Cox             | NZ Transport Agency, Waikato    |

**Chair:** Cr Craig Williamson Taranaki Regional Council, RTC Chair

**1. Welcome**

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

**Apologies:**

|                          |                               |
|--------------------------|-------------------------------|
| David Langford           | New Plymouth District Council |
| John Sutton              | NZ Automobile Association     |
| Robert O'Keefe (Snr Sgt) | NZ Police, Taranaki           |
| Karen Boyt               | NZ Transport Agency, Waikato  |
| Bill McMaster            | Waikato Regional Council      |

**2. Notes from the previous meeting**

Notes from the previous Working Party meeting of 3 May 2017, previously circulated, were taken as read and confirmed as accurate.

Cr Vercoe/Tom Cloke

### **Matters Arising**

- No matters of concern were raised.

### **3. Awakino Gorge to Mt Messenger Programme (AG2MM) project updates from Transport Agency and Safe Roads**

Parekawhia McLean noted that at the last meeting in May 2017 the Board had not made an investment decision on the AG2MM, but now they have. Ross I'Anson therefore provided greater detail on the following:

#### **3 (a) Awakino Tunnel Bypass**

Still in property negotiation stage. Waitomo DC have supported the design and construction is expected to start by the end of this year. Timeframe for the project is two years. Currently a Scheme Plan has been completed.

#### **3 (b) SH3 Safety and Resilience Improvements**

- Stage 1 (simple short term improvements including vegetation removal, rumble strips, signage upgrades, side barrier installation, safe stopping areas and slow vehicle bays) – now completed.
- Stage 2 (speed limits) – starting two early 2019.
- Cr Williamson questioned slip south of Mokau – Steve Cox noted barriers are soon to go.
- Andrew Murphy noted there had been talk of reducing speed in the Gorge – Barry Dowsett replied that speed management proposals are happening soon for this area. Preliminary consultation will occur in 2019.
- Cr Vercoe – Waikato RTC have held a discussion on reducing speeds on rural roads to 90km Max. Letter has gone to the Minister on this matter.
- Cr Duynhoven noted that the Speed Management Guide does not promote an area wide approach, rather more specific locality restrictions. Ross responded that it refers to roads designed to specific design requirements.

#### **3 (c) Mt Messenger Bypass – presentation provided by Andrew Gard and Hugh Milliken**

Andrew Gard's presentation - Since the last meeting the major focus has been on progressing through the consent hearings process and land acquisition requirements. The consent application was lodged in December 2017. Hearings were deferred until 2 August 2018 due largely to ecological issues (Bats, lizards and freshwater ecology issues). Significant discussions were held with DoC on these matters. The Hearing Commissioner then directed NZTA to take time out (8 weeks) to try and resolve as many of these matters as possible. NZTA came back in October, however there were still a few issues to resolve. The Commissioner then required more detailed meetings with planners etc.

The Hearings are now finished and awaiting the Commissioners decision – anticipated to be sometime in November. NZTA can then review the decision, with an Appeal option available.

Hugh Milliken's presentation – Monitoring is underway in and around the project area to identify if bats are present and if the area provides suitable bat habitat. Also aquatic and kiwi surveys being carried out. This summer is the vital time for this work to be undertaken. There is a significant area of Ngati Tama land included in the area where bat monitoring is occurring. This land has been under pest management by Ngati Tama for many years. The project is required to provide a pest management area of 3,650ha (largely driven for bat protection purposes) and this may include Ngati Tama's land, depending on the outcome of the bat monitoring work.. If a roost tree/s is identified in the project's alignment path there are protocols in place to deal with specific trees.

NZTA has chosen to use an "Alliance" for the Mt Messenger Bypass Project largely due to the project's complexity and challenging design and construction. An Alliance involves the owner and non-owner participants collaborating to deliver a project, with all participants sharing the responsibility for project risks and for achieving project objectives.

The project design has been continuing along with the preferred Option E – 120m long bridge and a second bridge has now also been included to mitigate adverse effects in a waterway.

The tunnel proposed has similar characteristics to the Waterview Tunnel. Current freight constraints required larger dimensions, however NZTA is planning to keep it as low in the landscape as possible. Significant replanting programme also planned.

A digital flyover of the project was then provided to the Working Party by Hugh and Andrew.

A question was raised as to plans for the existing road – some talk exists about a cycle path.

A general discussion was then held around when Option E was first mooted as a possible idea. Now budgeting for \$199.6M project cost, with a four year construction timeframe.

Cr Williamson questioned when the maps will be publicly available. Hugh replied that these can't realistically be provided until the consent processes have been finalised. Communication processes do however need to be updated.

Steve Cox questioned whether a median barrier will be installed on new route?

Andrew/Barry – volumes on road do not require this, however safety focus will be on edge conditions. No passing lanes either.

Mike Nield noted the need to continue with other improvements along this section of the state highway network, as well as the Mt Messenger Bypass and Awakino Tunnel improvements.

#### **4. Updates on maintenance and other improvement works along SH3**

##### **4 (a) Steve Cox – NZ Transport Agency, Waikato**

Steve provided a brief update on the northern side of the SH3 corridor, including:

- Starting pavement repair works
- Mainly resurfacing works

- Some safety improvement work – planning for 70% to be done before Christmas (slippery corners and skid issues)
- Now planning ahead for the 2019/20 year.

Slip on southern approach to Te Kuiti – currently preparing tender documents with construction planned to start after Christmas. Mayor Hanna noted this was taking a long time to progress.

#### **4 (b) Ross I'Anson – NZ Transport Agency, Taranaki**

Ross provided a brief update on the southern side of the SH3 corridor, including:

- Big renewals programme on this year.
- Heavy maintenance programme occurring – a few patches still but a lot better than what was experienced at the end of last winter.
- Big media programme developed – updates provided every month.
- A meeting has been held with Safer Roads regarding the New Plymouth to Hawera network – NZTA is currently working on a short list of options.
- Okato: advanced warning signs have been ordered.
- Urenui: planning to change town entrance signs and maybe install a speed advisory sign.
- Work on Kent Road culvert planning to start today (29<sup>th</sup> October). Can't enter to stream until December. Also looking at a cycle link through to Lake Mangamahoe.
- SH43 Business Case: a series of workshops on this project will be starting mid-November. Invites currently being sent out.
- Waitara – Bell Block: is being progressed in two parts. Changes need to be made in NLTP on this project.
- SH44: work will start this summer.

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

Constable Andrew Murphy noted that the speed limits in Mokau were a real issue – it would be good to see a similar approach taken to Urenui proposals. It is also difficult to notify motorists of a crash along this section of highway therefore people can be held up for quite some time in queues.

Sergeant Patrick Duffy noted that drugs, alcohol and speed appear to be the main factors contributing to crashes in the Waitara to Bell Block section of SH3.

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

**Waikato** – Cr Vercoe noted that need to do something about installing sites along this section of the State Highway network. Waikato Regional Council have a regional rate for collection funds for stock truck disposal sites. However significant issue with obtaining landowner approval for sites to be installed.

Mayor Hanna – noted that he met with Parekawhia to discuss the 8 Mile Junction proposed site. An item is going to the Waikato RTC on this matter shortly.

Cr Vercoe requested written support for the development of a stock truck effluent disposal facility in the vicinity of 8 Mile Junction from the Taranaki Regional Council. Jo Bielski agreed to provide that in time for Waikato's next RTC meeting.

**Taranaki** – Jo Bielski advised there the Taranaki Regional Council is currently reviewing the *Regional Stock Truck Effluent Disposal Strategy for Taranaki*. Taranaki has three operating sites but the Ahititi site is struggling with the volumes it receives and the type of effluent being deposited (some of it being human effluent).

#### 7. Regional Land Transport (RLTP) updates

**Waikato** – Cr. Vercoe provided an update on key transport and passenger transport issues in the Waikato region.

**Taranaki** – Mike Nield updated the group on Taranaki's mid-term review of the RLTP. He noted concerns over plan preparation, review, monitoring and reporting e.g. cumbersome and expensive processes to follow. Value proposition does not stack up.

#### 8. Correspondence

All correspondence was received and noted.

#### 9. General Business

Tom Cloke raised the issue of delays in meetings and the general future of the Working Party group.

A general discussion was then held on this matter with agreement reached as to the continued value of the SH3 Working Party. An agreement was also reached to re-establish the meetings to twice a year.

**Next meeting** – to be organised for late March and late September 2019.

Meeting closed 4:00pm

# Awakino Gorge to Mt Messenger Programme

## SH3 Working Party

Presenters: Parekayhia McLean, Director Regional Relationships, Central North Island  
Ross l'Anson, Manager System Management – Manawatū-Whanganui and Taranaki



New Zealand Government

## SH3 Programme of work covering 58km

Improving safety, resilience and more reliable journeys

### SH3 Safety and Resilience Improvements

Minor to major safety improvements including road widening, passing opportunities etc.

### Awakino Tunnel Bypass

Two-bridge bypass across the Awakino River that reconnects to the existing highway, 800 meters to the north.

### Mt Messenger Bypass

5.2km bypass with additional work creating about 6km of improvements. It includes a bridge/s and a tunnel.



New Zealand Government

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## Awakino Tunnel Bypass Project

- Property negotiations are continuing with the lease holder, Office of Treaty Settlements and Land Information NZ.
- Waitomo District Council has supported the designation and the council's report on the resource consent application is to come.
- The design and construct contract for the bypass is expected to be awarded later this year.
- It is anticipated that the physical works will start in October 2019.

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## SH3 Safety and Resilience Improvements

### Stage 1 - early works

Early works are now complete, improvements include:

- roadside safety barriers in high-risk locations
- new electronic warning signs
- vegetation removal to improve visibility
- formalised pull-over areas
- additional slow vehicle bays.



## SH3 Safety and Resilience Improvements

### Stage 2 – major treatments



The New Zealand Government

## SH3 Safety and Resilience Improvements

### Stage 2 – major treatments

These improvements will be delivered in phases as we work through detailed design and consenting.

| Improvements   | Expected start  |
|--|---|
| Passing Lane/s – Ladies Mile                                   | Early 2019, subject to obtaining authority from Heritage NZ |
| Resilience/slope stability in the Awakino Gorge                | First half of 2019  |
| Tongaporutu intersection improvements and Rapanui passing lane | Last half of 2019, subject to acquiring land and consents   |



The New Zealand Government

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# Mt Messenger Bypass

Presenters: Hugh Milliken, Mt Messenger Alliance Manager // Andrew Gard, Owner Interface Manager



New Zealand Government

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## Notice of Requirement and consenting

- Applications for resource consents and a Notice of Requirement for the bypass route were lodged in December 2017.
- 1177 submissions were received with 1154 in support, 20 opposed and 3 neutral.
- The hearing started on 1 August 2018 and continued to 16 August 2018, followed by an eight weeks deferral, to allow the NZ Transport Agency and DOC to resolve outstanding ecology matters, particularly in relation to bats, lizards and freshwater ecology.
- The hearing reconvened for two days on 9 October, during which the Transport Agency, DOC and council planners presented further evidence.
- Following further conferencing by the planners and ecologists, the hearing resumed for a final day on 24 October.



New Zealand Government

## During the hearing



## Ecology programme

As we gear up for construction, our ecology efforts are underway and involves gathering baseline data against which our construction activities can be measured.

| Activity               | Oct    | Nov    | Dec    | Jan    | Feb    | Mar    |
|------------------------|--------|--------|--------|--------|--------|--------|
| Bat survey             | Yellow | Yellow | Yellow |        |        |        |
| Aquatic ecology survey | Yellow |        |        |        | Yellow |        |
| Kiwi survey            |        |        |        | Yellow | Yellow | Yellow |
| Vegetation survey      |        | Yellow | Yellow | Yellow | Yellow |        |

## Bat tracking over summer

- The Transport Agency updated its RMA application conditions relating to the project's potential effects on long-tailed bat populations - a critically endangered species.
- A bat tracking programme is gathering more information for the project's pest management area (PMA) and its suitability for the habitat of bats. The aim is to identify as many roost trees, especially those where females give birth and feed their young.
- If roosts are identified along the bypass route there will be protocols in place to protect bats ahead of any tree felling.



## Bypass design

- The structural design for the 120m long bridge is advancing.
- A second 30m long bridge is being considered.
- The 235m long tunnel design is well progressed, including resolution of fire and life safety controls, so the design of the tunnel structure should be finalised early in the new year.
- Landscape urban design aspects are being incorporated into all elements of the design.



## Our team at work



<http://www.govt.nz>

## What's next?



<http://www.govt.nz>

## Agenda Memorandum

**Date** 28 November 2018



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

**Subject: Regional Road Safety update**

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

BG Chamberlain, Chief Executive

**Document:** 2152560

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### Purpose

The purpose of this item is to provide an opportunity for the Taranaki Road Safety Action Planning Group to update Members on road safety activities in the region.

### Recommendation

That the Taranaki Regional Council:

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

### Background

Reducing the safety risk on Taranaki's transport network is a key priority for the region, as outlined in Section 4 [Strategic Direction] of the *Draft Regional Land Transport Plan for Taranaki 2015-2021: Mid-term Review* (RLTP). Section 4.4 of the RLTP most specifically outlines the challenges, policies and methods for improving road safety (see below for further information).

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

Roadsafes Taranaki works closely with the wider Road Safety Action Planning Group which is made up of representatives from the NZ Police, NZ Transport Agency, Taranaki District Health Board, Accident Compensation Commission, New Plymouth Injury Safe, and Taranaki Regional Council. In recent years, the New Plymouth District Council's Let's Go Model Community project has also had representation on the Group.

Marion Webby (Road Safety Coordinator) will represent the Taranaki Road Safety Action Planning Group and update the Committee on road safety activities in the region.

Section 4.4(3) of the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19 – 20/21* specifies:

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

| Issues & challenges  | Objective & policies | Measures (methods)  |
|--|----------------------|---|
| <p>issues factor heavily in Roadsafe Taranaki's collaborative road safety education programmes for the period of the Plan.</p> <p>The release of a <i>Speed Management Guide</i> in late 2016 has introduced a new national framework.</p> |                      | <p>Central Region of a reduction in fatalities of around 40% and serious injuries of 25% by 2020.</p> |

### 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 2162148: Taranaki Road Safety presentation to Regional Transport Committee

# **TARANAKI ROAD SAFETY ACTION PLAN GROUP**

**Completed 1 July – 30 November 2018**

**Planned 1 December 2018 – 30 June 2019**



# **PARTNERS**

**AA**

**ACC**

**Lets Go (NPDC)**

**New Plymouth District Council**

**New Plymouth injury Safe**

**NZ Police**

**New Zealand Transport Agency**

**Opus**

**Roadsafe Taranaki**

**South Taranaki District Council**

**Stratford District Council**

**Taranaki District Health Board**



# LOCAL PROBLEMS

## High Risk Issues:

Motorcyclists (Stratford)

Distraction (Stratford & South Taranaki)

Rural LOC/Head On (Stratford)

## Medium Risk Issues:

Young drivers (South Taranaki)

Alcohol and/or drugs (South Taranaki)

Intersections (urban - South Taranaki)

Intersections (rural - New Plymouth)

Older drivers (New Plymouth)

Restraints (Stratford)

## Low Risk Issues:

Speed

Cyclists

Pedestrians

Fatigue



# ROADSAFE TARANAKI PROJECTS



<http://www.roadsafetaranaki.nz>







# HIGH SCHOOL SURVEY RESULTS

- 4,450 respondents
- 73% don't hold licence, 16% learner, 9% restricted & 2% full
- 47% have driven on road
- 81% always wear their seatbelt
- 88% would attend driving course if free
- 85% would attend driver license course if held in schools



# **FUTURE CAMPAIGNS**

**Motorcycle training promotion – Shiny Side Up (Feb)**

**Driver Licence courses**

**Guest Presenters**

**Kidsafe Taranaki - Child Restraint Clinics**

**Roadsafe High School Survey Follow-up**

**Recidivist Drink Driving Course**



# WHAT ARE THE POLICE UP TO?

Current driver behaviour

Statistics

Prevention First

Staffing

TAG into the future

Partnerships

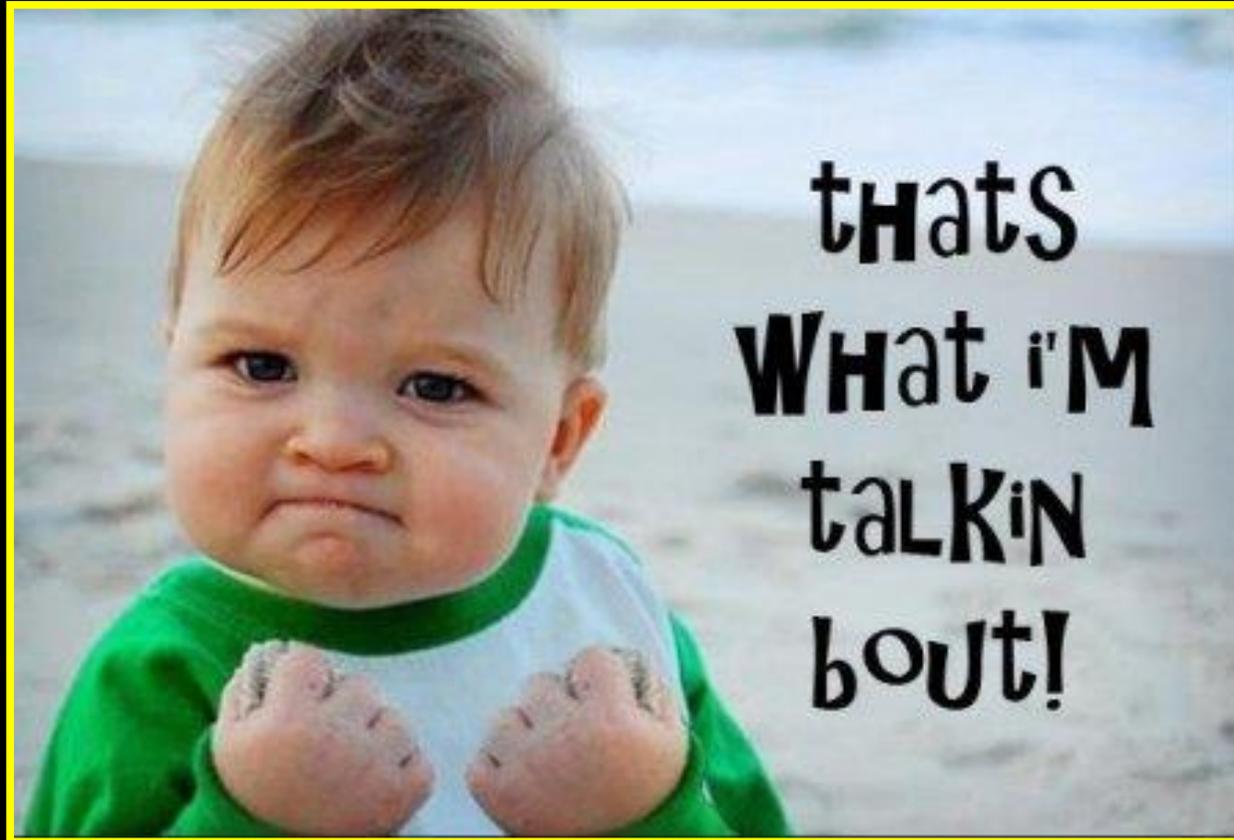


## Quality intelligence and analysis

- Focusing our efforts in the right location and at the right times



# QUESTIONS



## Agenda Memorandum

**Date** 28 November 2018



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

**Subject: Release of the National Land Transport  
Programme 2018-2021**

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

BG Chamberlain, Chief Executive

**Document:** 2152547

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### Purpose

The purpose of this memorandum is to update Members on the release of the *National Land Transport Programme 2018/19-20/21* (NLTP), in particular to outline the funding allocations made to the Taranaki region and compare these with the region's funding requests.

### Executive summary

Members will recall that the National Land Transport Programme for the 2018/19–20/21 period was released on 31 August 2018. The NLTP contains all the land transport activities that the New Zealand Transport Agency (NZTA) anticipates funding over the three years.

Key highlights for Taranaki include:

- Total forecast - \$302 million investment for Taranaki
- \$159 million forecast to be spent on maintenance and operations
- \$10.5 million forecast to be spent on public transport
- \$466 thousand forecast to be spent on walking and cycling
- \$130 million forecast to be spent on regional network improvements
- 21% of spend will target safety.

At the time of the last Regional Transport Committee meeting it was unclear as to what projects or programme of works had or had not been approved for funding. Therefore a more detailed report has been provided below.

### Recommendation

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*.

## Background

The National Land Transport Programme 2018-21 (NLTP) was released on 31 August 2018. The NLTP contains all the land transport activities that the NZ Transport Agency (NZTA) anticipates funding over those three years. It is also underpinned by the priorities identified in the Government Policy Statement on Land Transport (GPS). The NLTP is available at [www.nzta.govt.nz/assets/planning-and-investment/nltp/NLTP-2018-21.pdf](http://www.nzta.govt.nz/assets/planning-and-investment/nltp/NLTP-2018-21.pdf).

Based on the GPS 2018 document, NZTA advises that it will ensure that its investment decisions in the NLTP will support a land transport system that:

- is a safe system, free from death and serious injury
- improves access to economic and social opportunities, improved resilience, and transport choices for urban and regional New Zealand
- enables better environmental outcomes through reducing adverse effects of transport on the climate, the local environment and public health
- delivers the best possible value for money through investing in the right infrastructure and services to the right level at the best cost.

Key strategic shifts in NZTA investment are:

- a step-change in reducing deaths and serious injuries
- an increased focus on environmental outcomes and greater parity across economic, social and environmental outcomes
- a proactive modal shift in urban areas from roads to public transport and active modes, with a particular focus on rapid transit
- a new emphasis on the role of transport infrastructure in 'urban place-making', to support liveable cities
- a substantial increase in local and regional investment – through local road improvements, safety improvements, inter-regional passenger and freight connections, and resilience (including climate change adaptation)
- increased investment in optimising the efficiency of the system across modes, e.g. through integrated urban and transport planning, travel demand management and new technologies
- a reduced emphasis on state highway improvements, while keeping maintenance and resilience treatments at an optimal level.

## Relationship with Regional Land Transport Programme for Taranaki

Members will recall that the *Regional Land Transport Programme for Taranaki 2015/16 – 2020/21: Mid-term Review* was submitted to the NZ Transport Agency by the due date of 30 June 2018.

In response to this, NZTA released the NLTP summary documents for all regions in New Zealand (see Appendix I) by the due date of 31 August 2018. Key highlights for the Taranaki Region include:

- \$302 million total forecast for Taranaki investment
- \$159 million forecast to be spent on maintenance and operations

- \$10.5 million forecast to be spent on public transport
- \$466 thousand forecast to be spent on walking and cycling
- \$130 million forecast to be spent on regional network improvements
- 21% of spend will target safety.

Investment highlights include:

- Investigations into SH3 Bell Block to Waitara route improvements to deliver significant safety benefits for the corridor as well as improved access to support proposed residential and business growth.
- SH3 Mt Messenger Bypass will take SH3 around the existing problematic steep, narrow and winding section of SH3 at Mt Messenger where there is a range of safety, resilience and reliability issues.

Appendix II includes a summary of the *NLTP Allocation for Taranaki*, which outlines the region's requested activities and their funding status in the NLTP (as at 16 November 2018). Members will note that there are several projects highlighted in red, indicating that they are not included in the NLTP for the 2018/19-20/21 period. There also appears to be several double-ups in the spreadsheet (e.g. Mt Messenger and Awakino Projects) which can be confusing and unclear when attempting to assess which RLTP projects have/have not been funded.

### **Decision-making considerations**

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

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

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

### **Policy considerations**

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

### **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**

Appendix I: NLTP Regional Summary for Taranaki

Document 2159419: Appendix II - NLTP 2018/19-20/21 Allocation Summary for Taranaki

## Appendix I: NLTP Regional Summary for Taranaki

# TARANAKI

TARANAKI



Taranaki's strong export-based economy means the region's major transport focus is on improving access. They need to be safe, reliable and resilient within and between regional connections to get goods to market. Heavy vehicles travel more than 75 million kilometres on Taranaki roads every year.

Taranaki is relatively isolated and relies heavily on State Highway 3 (SH3) for regional connections, and to the rest of the North Island. As the largest volume of traffic between regions uses the SH3 route to the south, this section has been progressively improved. SH3 north to Waikato has resilience and safety issues which are being addressed through this NLTP.

Fonterra's plant at Hāwera is one of the largest dairy processing facilities in the country and generates a significant proportion of the region's intra-regional freight movements.

During the next 10 to 20 years, log exports through Port Taranaki are expected to peak after significant increases in recent years. With no container shipping services out of Port Taranaki, goods are transported to and from other regional ports by road and rail.

Oil and gas continues to place the greatest demand on the region's transport system during the exploration and development phase. However, most longer term petroleum products will be piped from the region.

Population growth pressures remain steady in New Plymouth, with the district classified as a high growth under area the National Policy Statement for Urban Development Capacity. Providing and promoting improved access through more affordable, safe and convenient travel choices is needed to support desirable urban spaces and liveable communities. Collaborative land use and transport planning for future growth will be investigated through the Keeping New Plymouth Moving and Growing business case to provide a balanced transport system.

**\$159 MILLION** FORECAST MAINTENANCE AND OPERATIONS

**\$10.5 MILLION** FORECAST PUBLIC TRANSPORT INVESTMENT

**\$466 THOUSAND** FORECAST WALKING AND CYCLING

**\$130 MILLION** REGIONAL NETWORK IMPROVEMENTS

**21%** SPEND TARGETING SAFETY



### **IMPROVING SAFETY**

The Transport Agency is investing in safety improvements to combat the current high crash risk for users. This includes delivering safer corridor treatments such as median and side barriers, intersection improvements and speed management, as well as improving intersections safety.

Improving safety, reducing crashes and improving access is a focus between Waitara and Bell Block. The route is one of the region's busiest and is a crucial link between New Plymouth and Hamilton. It carries a combination of commuter and long-haul freight traffic and provides access to housing and business growth, New Plymouth Airport and Port Taranaki.

### **RESILIENCE**

The SH3 northern route is Taranaki's main link to Waikato and the upper North Island and is important to the region. While SH3 is generally fit for purpose, the 53km section of SH3 through Mt Messenger and the Awakino Gorge runs through rough terrain and is narrow and winding. A number of projects to primarily improve safety and reliability are underway, including the Mt Messenger and Awakino Tunnel bypasses.

The planned Mt Messenger Bypass will improve resilience and safety by relocating SH3 around the existing problematic steep, narrow and winding section. The new route will be nearly one kilometre shorter and will be an easier driving experience for customers. Design work for the bypass is progressing, with construction expected to start in 2019.

The construction of safety and resilience improvements has also been underway since 2017. This work includes:

- the removal of sharp bends and roadside hazards
- road widening
- improving rest stop and pull over areas
- improving slow vehicle bays and passing lanes
- installing side barriers
- slope stability improvements.

This work is expected to be completed in 2019.

### **MORE TRAVEL CHOICES**

Public transport services in the region give access to employment, education and social opportunities, with a particular focus of enabling access to those with limited transport choice. This includes connections between communities and towns throughout the region. Expanded public transport services will continue to improve access and transport choice. Walking and cycling improvements will support the uptake of active modes and provide increased transport choice so people are able to choose to walk or cycle to work, school, the shops, and for recreation.

### **INVESTMENT HIGHLIGHTS**

- Investigations into SH3 Bell Block to Waitara route improvements to deliver significant safety benefits for the corridor as well as improved access to support proposed residential and business growth.
- SH3 Mt Messenger Bypass will take SH3 around the existing problematic steep, narrow and winding section of SH3 at Mt Messenger where there's a range of safety, resilience and reliability issues.

**Appendix II: NLTP 2018/19-20/21 Allocation Summary for Taranaki**

Regional Transport Committee - Release of the National Land Transport Programme 2018-2021

NLTP 2018/19 - 20/21 Allocation Summary for Taranaki

| Org  | Project name  | Phase name                        | Profile | Start year | End year | Status                             | Funding priority          | WC name   | RTP requested allocation for 2018/21 | Total Cost Approved for all yrs | Approved total cost for 3 yrs | 2018/19 Total Cost for Approval | 2018/19 FAR | 2018/19 NZTA Share + Admin | 2019/20 Total Cost for Approval | 2019/20 FAR | 2019/20 NZTA Share + Admin | 2020/21 Total Cost for Approval | 2020/21 FAR | 2020/21 NZTA Share + Admin | Matching with RTP                |                                   |                                      |                                   |
|------|---|-----------------------------------|---------|------------|----------|------------------------------------|---------------------------|---|--------------------------------------|---------------------------------|-------------------------------|---------------------------------|-------------|----------------------------|---------------------------------|-------------|----------------------------|---------------------------------|-------------|----------------------------|----------------------------------|-----------------------------------|--------------------------------------|-----------------------------------|
| DOC  | Maintenance, Operations and Renewals Programme - SPR                                    | SPR                               | MM      | 2018       | 2020     | Funding Approved                   | Approved                  |   | 0                                    | 34,668                          | 34,668                        | 11,556                          | 51          | 5,893                      | 11,556                          | 51          | 5,893                      | 11,556                          | 51          | 5,893                      | Matches what is requested in RTP |                                   |                                      |                                   |
| DOC  | Low cost / low risk improvements - Special Purpose Roads                                | SPR                               | HM      | 2020       | 2020     | Funding Approved                   | Approved                  | Low cost / low risk improvements                                | 100,000                              | 100,000                         | 100,000                       |                                 |             |                            |                                 |             |                            | 100,000                         | 51          | 51,000                     | Matches what is requested in RTP |                                   |                                      |                                   |
| NPDC | Keeping New Plymouth Moving and Growing   | Programme business case           | HM*     | 2018       | 2018     | Included in RTP 2018-21            | Not incl. in 2018-21 NLTP | Transport model development - Keeping NP Moving & Growing       | 404,000                              | 404,000                         | 404,000                       | 404,000                         | 51          | 206,040                    |                                 |             |                            |                                 |             |                            |                                  | Matches what is requested in RTP  |                                      |                                   |
| NPDC | Development of AMP and associated studies   | Programme business case           | HM*     | 2018       | 2020     | Included in RTP 2018-21            | Not incl. in 2018-21 NLTP | Activity management planning improvement                        | 309,000                              | 309,000                         | 309,000                       | 101,000                         | 51          | 51,510                     | 103,000                         | 51          | 52,530                     | 105,000                         | 51          | 53,550                     | Matches what is requested in RTP |                                   |                                      |                                   |
| NPDC | Let's Go - Education and Encouragement  | Implementation                    | MHM     | 2015       | 2018     | Funding Approved                   | Committed                 | Cycling facilities  | 1,080,000                            | 1,039,999                       | 1,039,999                     | 103,999                         | 51          | 53,009                     |                                 |             |                            |                                 |             |                            |                                  | Committed project                 |                                      |                                   |
| NPDC | Storm Event 19-20 June 2015   | Construction                      | MM      | 2015       | 2018     | Funding Approved                   | Committed                 | Emergency works   | 1,599,924                            | 446,944                         | 446,944                       | 51                              | 227,941     |                            |                                 |             |                            |                                 |             |                            |                                  | Committed project                 |                                      |                                   |
| NPDC | Maintenance, Operations and Renewals Programme 2018 - Local Roads                       | Local Roads                       | MM      | 2018       | 2020     | Funding Approved                   | Approved                  | Total Main/Ops/Renewals - local roads                           | 41,282,000                           | 41,282,000                      | 41,282,000                    |                                 |             |                            |                                 |             |                            |                                 |             |                            |                                  | Matches what was requested in RTP |                                      |                                   |
| NPDC | Maintenance, Operations and Renewals Programme 2018 - SPR                               | SPR                               | MM      | 2018       | 2020     | Funding Approved                   | Approved                  | Total Main/Ops/Renewals - SPR                                   | 106,000                              | 106,000                         | 106,000                       |                                 |             |                            |                                 |             |                            |                                 |             |                            |                                  | Matches what was requested in RTP |                                      |                                   |
| NPDC | Install Automatic Gates - Weymouth St Ped Crossing over rail                            | Implementation                    | ---     | 2018       | 2018     | Submitted to RTC 2018-21           | Not incl. in 2018-21 NLTP | New traffic management facilities                               | 530,000                              | 530,000                         | 530,000                       | 530,000                         | 51          | 270,300                    |                                 |             |                            |                                 |             |                            |                                  |                                   | RTP Variation request                |                                   |
| NPDC | Airport Drive Improvements  | Construction                      | HM**L*  | 2021       | 2021     | Included in RTP 2018-21            | Not incl. in 2018-21 NLTP | New roads   | 0                                    | 3,225,000                       | 3,225,000                     |                                 |             |                            |                                 |             |                            |                                 |             |                            |                                  | Outside 3-year RTP timeframe      |                                      |                                   |
| NPDC | Airport Drive Improvements  | Detailed Business Case            | HM**L*  | 2018       | 2019     | Included in RTP 2018-21            | Proposed                  | New roads   | 204,000                              | 204,000                         | 204,000                       | 101,000                         | 51          | 51,510                     | 103,000                         | 51          | 52,530                     |                                 |             |                            |                                  |                                   | Matches what was requested in RTP    |                                   |
| NPDC | LED Streetlight Conversion  | Construction                      | HHH     | 2015       | 2018     | Funding Approved                   | Committed                 | Road improvements   | 2,038,380                            | 3,572,297                       | 1,134,101                     | 1,134,101                       | 85          | 963,986                    |                                 |             |                            |                                 |             |                            |                                  |                                   | Committed project                    |                                   |
| NPDC | LED Streetlight Conversion  | Construction                      | HHH     | 2018       | 2019     | Included in RTP 2018-21            | Probable                  | Road improvements   | 2,038,000                            | 2,038,000                       | 2,038,000                     | 1,009,000                       | 51          | 514,590                    | 1,029,000                       | 51          | 524,790                    |                                 |             |                            |                                  |                                   |                                      | Matches what was requested in RTP |
| NPDC | Low cost / low risk improvements 2018-21  | Local Roads                       | HM      | 2018       | 2020     | Funding Approved                   | Approved                  | Low cost / low risk improvements                                | 6,673,242                            | 6,673,242                       | 6,673,242                     | 1,852,525                       | 51          | 944,788                    | 1,889,612                       | 51          | 963,702                    | 2,931,105                       | 51          | 1,494,864                  |                                  |                                   |                                      | Matches what was requested in RTP |
| NPDC | Low cost / low risk improvements 2018-21  | SPR                               | HM      | 2018       | 2020     | Funding Approved                   | Approved                  | Low cost / low risk improvements                                | 92,700                               | 0                               | 0                             | 100                             | 100         |                            |                                 |             |                            |                                 |             |                            |                                  |                                   | Matches what was requested in RTP    |                                   |
| NPDC | Resilience Improvements 2018/19   | Construction                      | MHM     | 2018       | 2018     | Funding Approved                   | Committed                 | Resilience improvements   | 137,015                              | 137,015                         | 137,015                       | 137,015                         | 51          | 69,878                     |                                 |             |                            |                                 |             |                            |                                  |                                   | Committed project                    |                                   |
| NPDC | 2018/19 funding for claims prior to 2018-21 NLTP  | Implementation                    | MM3-4   | 2018       | 2018     | Draft                              |                           | Resilience improvements   | 1,057,359                            | 1,057,359                       | 1,057,359                     | 51                              | 559,253     |                            |                                 |             |                            |                                 |             |                            |                                  |                                   | Draft in TIO                         |                                   |
| STDC | Road Safety Promotion 2018-21   | Implementation                    | HM      | 2018       | 2020     | Funding Approved                   | Approved                  | Promotion, education and advertising                            | 587,025                              | 587,025                         | 587,025                       | 195,675                         | 65          | 127,189                    | 195,675                         | 65          | 127,189                    | 195,675                         | 65          | 127,189                    | 195,675                          | 65                                | 127,189                              | Matches what was requested in RTP |
| STDC | Road Safety Promotion 2018-21   | Implementation                    | MM      | 2018       | 2020     | Funding Approved                   | Approved                  | Promotion, education and advertising                            | 1,200,000                            | 1,200,000                       | 1,200,000                     | 400,000                         | 65          | 260,000                    | 400,000                         | 65          | 260,000                    | 400,000                         | 65          | 260,000                    | 400,000                          | 65                                | 260,000                              | Matches what was requested in RTP |
| STDC | Road Safety Promotion 2018-21   | Implementation                    | MM      | 2018       | 2020     | Funding Approved                   | Approved                  | Promotion, education and advertising                            | 177,975                              | 177,975                         | 177,975                       | 59,325                          | 65          | 38,561                     | 59,325                          | 65          | 38,561                     | 59,325                          | 65          | 38,561                     | 59,325                           | 65                                | 38,561                               | Matches what was requested in RTP |
| STDC | Work Category 452: Walking and Cycling  | Construction                      | MHM     | 2018       | 2020     | Included in RTP 2015-18 - Archived |                           | Cycling facilities  | 245,000                              | 245,000                         | 245,000                       | 145,000                         | 58          | 84,100                     | 50,000                          | 58          | 29,000                     | 50,000                          | 58          | 29,000                     | 50,000                           | 58                                | 29,000                               | Not incl. in RTP 2018-21          |
| STDC | Maintenance, Operations and Renewals Programme 2018 - Local Roads                       | Local Roads                       | MM      | 2018       | 2020     | Funding Approved                   | Approved                  | Main/Ops/Renewals total   | 40,812,100                           | 40,812,100                      | 40,812,100                    |                                 |             |                            |                                 |             |                            |                                 |             |                            |                                  |                                   | Matches what was requested in RTP    |                                   |
| STDC | Nukumarua Station Road Extension  | Detailed Business Case            | HHM     | 2016       | 2018     | Funding Approved                   | Committed                 | New roads   | 47,000                               | 9,783                           | 9,783                         | 9,783                           | 58          | 5,674                      |                                 |             |                            |                                 |             |                            |                                  |                                   | Committed project                    |                                   |
| STDC | Nukumarua Station Road Extension  | Construction                      | HHM     | 2018       | 2018     | Funding Approved                   | Committed                 | New roads   | 510,000                              | 510,000                         | 510,000                       | 510,000                         | 58          | 295,800                    |                                 |             |                            |                                 |             |                            |                                  |                                   | Committed project                    |                                   |
| STDC | Nukumarua Station Road Extension  | Construction                      | HHM     | 2016       | 2018     | Funding Approved                   | Committed                 | New roads   | 1,640,000                            | 750,127                         | 750,127                       | 750,127                         | 75          | 562,595                    |                                 |             |                            |                                 |             |                            |                                  |                                   | Committed project                    |                                   |
| STDC | Road Improvement - LED streetlight conversion   | Construction                      | MHH     | 2015       | 2018     | Funding Approved                   | Committed                 | Road improvements   | 1,500,000                            | 241,174                         | 241,174                       | 241,174                         | 85          | 204,998                    |                                 |             |                            |                                 |             |                            |                                  |                                   | Committed project                    |                                   |
| STDC | Low cost / low risk improvements 2018-21  | Local Roads                       | HM      | 2018       | 2020     | Funding Approved                   | Approved                  | Low cost / low risk improvements                                | 5,679,000                            | 5,679,000                       | 5,679,000                     | 1,922,200                       | 58          | 1,120,560                  | 1,898,000                       | 58          | 1,100,840                  | 1,849,000                       | 58          | 1,072,420                  |                                  |                                   |                                      | Matches what was requested in RTP |
| STDC | 2018/19 funding for claims prior to 2018-21 NLTP  | Implementation                    | MM3-4   | 2018       | 2018     | Funding Approved                   | Approved                  | Resilience improvements   | 3,251,540                            | 3,251,540                       | 3,251,540                     | 58                              | 1,885,893   |                            |                                 |             |                            |                                 |             |                            |                                  |                                   | Not included in RTP 2018-21          |                                   |
| SOC  | 2015 June E/W Event   | Construction                      | MM      | 2015       | 2018     | Funding Approved                   | Committed                 | Emergency works   | 4,847,405                            | 10                              | 10                            | 10                              | 57          | 6                          |                                 |             |                            |                                 |             |                            |                                  |                                   | Committed project                    |                                   |
| SOC  | Maintenance, Operations and Renewals Programme 2018 - Local Roads                       | Local Roads                       | MM      | 2018       | 2020     | Funding Approved                   | Approved                  | Total Main/Ops/Renewals - local roads                           | 16,302,965                           | 16,301,060                      | 16,301,060                    |                                 |             |                            |                                 |             |                            |                                 |             |                            |                                  |                                   | Matches what was requested in RTP    |                                   |
| SOC  | Maintenance, Operations and Renewals Programme 2018 - SPR                               | SPR                               | MM      | 2018       | 2020     | Funding Approved                   | Approved                  | Total Main/Ops/Renewals - SPR                                   | 543,648                              | 542,100                         | 542,100                       |                                 |             |                            |                                 |             |                            |                                 |             |                            |                                  |                                   | Matches what was requested in RTP    |                                   |
| SOC  | Street Lighting Upgrade to LED - 2015/16  | Construction                      | MHH     | 2015       | 2018     | Funding Approved                   | Committed                 | Road improvements   | 410,592                              | 20,345                          | 20,345                        | 20,345                          | 85          | 17,293                     |                                 |             |                            |                                 |             |                            |                                  |                                   | Committed project                    |                                   |
| SOC  | Low cost / low risk improvements 2018-21  | Local Roads                       | HM      | 2018       | 2020     | Funding Approved                   | Approved                  | Low cost / low risk improvements                                | 2,297,923                            | 2,297,923                       | 2,297,923                     | 777,241                         | 57          | 443,027                    | 713,941                         | 57          | 406,946                    | 806,741                         | 57          | 459,842                    |                                  |                                   |                                      | Matches what was requested in RTP |
| SOC  | Low cost / low risk improvements 2018-21  | SPR                               | HM      | 2018       | 2020     | Funding Approved                   | Approved                  | Low cost / low risk improvements                                | 427,183                              | 427,183                         | 427,183                       | 409,961                         | 100         | 409,961                    | 9,061                           | 100         | 9,061                      | 100                             | 9,061       | 100                        | 9,061                            | 100                               | 9,061                                | Matches what was requested in RTP |
| SOC  | 2018/19 funding for claims prior to 2018-21 NLTP  | Implementation                    | MM3-4   | 2018       | 2018     | Draft                              |                           | Resilience improvements   | 1,359,470                            | 1,359,470                       | 1,359,470                     | 57                              | 774,808     |                            |                                 |             |                            |                                 |             |                            |                                  |                                   | Draft in TIO                         |                                   |
| TRC  | Public Transport Programme 2018-21  | Operations                        | MM      | 2018       | 2020     | Funding Approved                   | Approved                  | Regional land transport planning management                     | 412,789                              | 412,789                         | 412,789                       | 134,881                         | 51          | 68,789                     | 137,578                         | 51          | 70,165                     | 140,330                         | 51          | 71,568                     |                                  |                                   |                                      | Matches what was requested in RTP |
| TRC  | Regional Land Transport Planning Management 2018-21                                     | Programme business case           | H       | 2018       | 2020     | Included in RTP 2018-21            | Probable                  | Regional land transport planning management                     | 412,789                              | 412,789                         | 412,789                       | 134,881                         | 51          | 68,789                     | 137,578                         | 51          | 70,165                     | 140,330                         | 51          | 71,568                     |                                  |                                   |                                      | Matches what was requested in RTP |
| TRC  | Transport Planning  | Programme business case           | LL      | 2018       | 2020     | Included in RTP 2018-21            | Not incl. in 2018-21 NLTP | Activity management planning improvement                        | 110,332                              | 110,332                         | 110,332                       | 40,000                          | 51          | 20,400                     | 35,110                          | 51          | 19,906                     | 35,222                          | 51          | 19,963                     |                                  |                                   |                                      | Matches what was requested in RTP |
| TRC  | Taranaki FT network review  | Programme business case           | HM*     | 2019       | 2019     | Included in RTP 2018-21            | Not incl. in 2018-21 NLTP | Programme Business Case Development                             | 50,000                               | 50,000                          | 50,000                        |                                 |             |                            | 50,000                          | 51          | 25,500                     |                                 |             |                            |                                  |                                   | Matches what was requested in RTP    |                                   |
| TRC  | Transport Planning  | Programme business case           | HM*     | 2019       | 2020     | Included in RTP 2018-21            | Not incl. in 2018-21 NLTP | Programme Business Case Development                             | 30,000                               | 30,000                          | 30,000                        |                                 |             |                            | 15,000                          | 51          | 7,650                      | 15,000                          | 51          | 7,650                      |                                  |                                   |                                      | Matches what was requested in RTP |
| TRC  | National Ticketing Programme  | Implementation                    | MMPVJ   | 2018       | 2018     | Funding Approved                   | Committed                 | Public transport information supply, operations and maintenance | 78,048                               | 78,048                          | 78,048                        | 78,048                          | 51          | 39,804                     |                                 |             |                            |                                 |             |                            |                                  |                                   | Committed project                    |                                   |
| TRC  | Public Transport Programme 2018-21  | Operations                        | MM      | 2018       | 2020     | Funding Approved                   | Approved                  | Public transport information supply, operations and maintenance | 9,916,040                            | 8,628,300                       | 8,628,300                     |                                 |             |                            |                                 |             |                            |                                 |             |                            |                                  |                                   | RTP Requested total cost \$9,916,040 |                                   |
| TRC  | Regional Consortium Interim Ticketing Solution  | Implementation                    | HML     | 2018       | 2022     | Funding Approved                   | Committed                 | Public transport information supply, operations and maintenance | 163,584                              | 277,907                         | 163,581                       | 49,255                          | 65          | 32,016                     | 57,163                          | 65          | 37,156                     | 57,163                          | 65          | 37,156                     |                                  |                                   |                                      | Committed project                 |
| TRC  | Regional Consortium Interim Ticketing Solution  | Implementation                    | HML     | 2018       | 2022     | Funding Approved                   | Committed                 | Public transport information supply, operations and maintenance | 45,000                               | 71,645                          | 45,000                        | 15,000                          | 51          | 7,650                      | 15,000                          | 51          | 7,650                      | 15,000                          | 51          | 7,650                      |                                  |                                   |                                      | Committed project                 |
| TRC  | Regional Consortium Interim Ticketing Solution  | Implementation                    | HML     | 2017       | 2018     | Funding Approved                   | Committed                 | Public transport infrastructure and major renewals              | 911,000                              | 507,019                         | 375,267                       | 375,267                         | 65          | 243,924                    |                                 |             |                            |                                 |             |                            |                                  |                                   |                                      | Committed project                 |
| TRC  | Low cost / low risk improvements 2018-21  | Public Transport                  | HM      | 2018       | 2020     | Funding Approved                   | Approved                  | Low cost / low risk public transport improvements               | 911,000                              | 911,000                         | 911,000                       | 331,000                         | 51          | 168,810                    | 290,000                         | 51          | 147,900                    | 290,000                         | 51          | 147,900                    |                                  |                                   |                                      | Matches what was requested in RTP |
| TRC  | 2018/19 funding for claims prior to 2018-21 NLTP  | Implementation                    | MM3-4   | 2018       | 2018     | Draft                              |                           | Resilience improvements   | 632,960                              | 632,960                         | 632,960                       | 51                              | 322,810     |                            |                                 |             |                            |                                 |             |                            |                                  |                                   | Draft in TIO                         |                                   |
| TRC  | SuperGold Card Allocations  | Construction                      | MM      | 2012       | 2018     | Funding Approved                   | Committed                 | SuperGold trip payments   | 790,597                              | 113,473                         | 113,473                       | 113,473                         | 100         | 113,473                    |                                 |             |                            |                                 |             |                            |                                  |                                   | Committed project                    |                                   |
| HNO  | Hawera to New Plymouth (NRSS)   | Programme business case           | MM*     | 2020       | 2020     | Included in RTP 2015-18            |                           | Programme Business Case Development                             | 205,200                              | 205,200                         | 205,200                       |                                 |             |                            |                                 |             |                            |                                 |             |                            |                                  |                                   | ?? Not in RTP                        |                                   |
| HNO  | Keep New Plymouth Moving and Growing  | Programme business case           | MM*     | 2019       | 2019     | Included in RTP 2018-21            | Not incl. in 2018-21 NLTP | Programme Business Case Development                             | 153,900                              | 153,900                         | 153,900                       |                                 |             |                            | 153,900                         | 100         | 153,900                    | 205,200                         | 100         | 205,200                    |                                  |                                   |                                      | Matches what was requested in RTP |
| HNO  | New Plymouth City Cycling & Walking Improvements  | Construction                      | HHL*    | 2011       | 2018     | Funding Approved                   | Committed                 | Cycling facilities  | 2,355,075                            | 361,715                         | 361,715                       | 361,715                         | 100         | 361,715                    |                                 |             |                            |                                 |             |                            |                                  |                                   | Committed project                    |                                   |
| HNO  | Maintenance, Operations and Renewals Programme 2018 - State Highways - Work category MM | State Highways - Work category MM | MM      | 2018       | 2020     | Funding Approved                   | Approved</                |   |                                      |                                 |                               |                                 |             |                            |                                 |             |                            |                                 |             |                            |                                  |                                   |                                      |                                   |



## Agenda Memorandum

**Date** 28 November 2018



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

**Subject: NZ Transport Agency Report**

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

B G Chamberlain, Chief Executive

**Document:** 2150796

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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. notes that a Quarterly Regional Report from the NZ Transport Agency will be tabled at the Regional Transport Committee meeting on 28 November 2018.

### Background

At the time of writing this Memorandum, the Quarterly Regional Report from the NZ Transport Agency to the Taranaki Regional Transport committee had not been received. It is anticipated that this will be received prior to the meeting to be held on 28 November 2018.

It is also anticipated that Parekawhia McLean (Director Regional Relationships, Central North Island) will speak to this agenda item, supported by other NZ Transport Agency staff as appropriate.

### Decision-making considerations

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

### Financial considerations—LTP/Annual Plan

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

### **Policy considerations**

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

### **Iwi considerations**

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

### **Legal considerations**

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

### **Appendices/Attachments**

Regional Report NZ Transport Agency – *to be tabled*

## Agenda Memorandum

**Date** 28 November 2018



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

**Subject: Public transport operational update for  
the quarter ending 30 September 2018**

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

**Document:** 2158030

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### Purpose

The purpose of this memorandum is to provide Members with an operational report of the public transport services for the quarter ending 30 September 2018.

### Recommendations

That the Taranaki Regional Council:

1. receives and notes the operational report of the public transport services for the quarter and year ending 30 September 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 5.3% on the same quarter last year. Patronage was 175,380 up 8,643 with increases in all categories excluding Adult, Community Service Card and WITT. Most of the increase is attributable to higher student patronage.

Following a complaint from one passenger regarding another passenger and their respective Disability Assist dogs, we were able to glean a better understanding of the legislation governing service dogs travelling on buses. In this instance, we met with each passenger and their dogs and by working through the issues with compassion and empathy were able to reach a solution that was agreeable to all, ensuring both parties continue to use the buses.

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

Patronage over the quarter decreased (15%) on the same quarter last year. Patronage was 7,971 down 1,447 with the most significant decreases in TDHB patients (20%), Tertiary (42%), WITT (17%) and other students attending training courses down (36%). Some of the reasons for these decreases include the nurses strike meaning appointments for patients were down, less WITT students registering for the Connector this year and no students from south Taranaki participating in the Build A Bach programme this semester. Ongoing changes will continue to be monitored. There was strong growth in SuperGold Card, up 238 or 42% on the same period last year.

We are grateful to Pickering Motors for investing in the brand-new Connector bus, launched on 1 August, making four return trips each weekday with extensions from and to Opunake on the first and final trips respectively.

The new bus is big, bright and has more seats with diagonal seatbelts; the new vehicle has more locker space (for prams, pushchairs and even bikes). Other features include three rows of seats with extra legroom, air suspension at the rear for a smoother ride, electronic destination board and security cameras.



Advertising on the back of the bus has been secured by Restore Taranaki adding to the overall impact of the new branding and bringing in additional revenue.

An animated advert is currently in production to promote the Connector service and once finished will be released through social media and movie theatres in Taranaki.

Also under development is a public version of the booking management App, which currently allows Council, Pickering Motors and TDHB administrative staff to create passenger bookings. The revised App will allow individuals to make their own travel bookings thereby offering greater flexibility to the service and reducing staff time spent on this function.

### **Southlink services**

Opunake to New Plymouth patronage over the quarter increased 23% on the same quarter last year. Patronage was 230, up 43 with the increases in SuperGold Card, up 13 or 11% and Child, up 17 or 113%.

Opunake to Hawera patronage over the quarter decreased (42%) on the same quarter last year. Patronage was 53, down 38 with the decreases in Adult, down 20 or (56%) and SuperGold Card, down 19 or (39%) and both Child and Under 5 recording no patronage down (100%).

Manaia to Hawera patronage over the quarter decreased (44%) on the same quarter last year. Patronage was 60, down 48 with the decreases in SuperGold Card, down 46 or (69%) and Under 5 Child, down 7 or (58%). Adult patronage was up 7, or 27%

Waverley to Hawera patronage over the quarter decreased (28%) on the same quarter last year. Patronage was 219, down 77 with the decreases in Adult, down 13 or (16%), SuperGold Card, down 45 or (25%) and Under 5 Child, down 19 or (90%).

Contract changes for the Opunake to Hawera including Manaia to Hawera Southlink service are in progress. It is intended that the following changes will be take effect from December 2018:

- Cease the Tuesday Manaia service and amalgamate into a revised Opunake to Hawera service,
- Reroute the existing Opunake-Kaponga-Eltham to Hawera service to Opunake-Kaponga-Manaia to Hawera,
- Change the day of service from Friday to Thursday, and
- Change the operator from Weir Bros to Pickering Motors.

Reasons for this approach are:

- Demand for the Tuesday Manaia service has dropped as has the Opunake to Hawera over a number of years. Both services are averaging 3-4 passenger per week,
- By switching to Pickering Motors the total kilometres travelled to deliver the service will be reduced, as Weir Bros are based in Hawera, thereby reducing the total contract cost and improve the financial viability of the service. Farebox recovery for both is around 10%, well below Council target of 25%, and
- By changing the day we provide increased travel options for Opunake residents enabling them to go to Hawera on Thursdays and New Plymouth on Fridays.



### World Car Free Day

A highlight this quarter included celebrating World Car Free Day. This is an annual international event held on 22 September, which this year fell on a Saturday. In order to enable our communities to take the fullest advantage, we offered free travel to all bus passengers (excluding the Citylink school bus services). Given that the Southlink services do not operate on a Saturday, we offered free travel to our Southlink patrons travelling in the week preceding. For Connector patrons we offered free fares on Friday 21 September and on the Citylink service, free travel on Friday 21 September and Saturday 22 September due to the limited Saturday services provided.

Citylink patronage on Friday totalled 1,548 and on Saturday 107, an increase on the previous weeks patronage of 19.4% and 84.5% respectively. Overall, for both days an extra 301 passenger trips recorded, an increase of 22% on the previous week's patronage.

Connector patronage totalled 133, up 26 or 24% on the previous Friday.

Opunake to New Plymouth recorded patronage of 20, which is about average for the service.

Opunake to Hawera recorded patronage of seven, up on the previous week's figure of 4 but the same as the week preceding that.

Manaia to Hawera recorded only one patron where the average is three.

Waverley to Hawera recorded patronage of 16, which is relatively average for this service.

Our social media indicators showed that we reached over 4,500 people with a good number of shares and engagement resulting from the World Car Free Day promotion.

### **SuperGold Card**

SuperGold Card trips for the Citylink, Connector and Opunake to New Plymouth for the quarter totalled 14,240, up 1,730 or 14% on the 12,510 for the same 3 services in the same quarter last year.

### **Total Mobility Scheme**

Total trips for the quarter were 12,482, up 1,741 or 16.2% on the same quarter last year. This is a recent trend with trip numbers increasing since the implementation of the electronic swipe/ID cards.

The Transition Expo was attended in September with a well-received speech delivered about transport options for people with impairments; covering off on the concessions available, the Total Mobility scheme and our Citylink and Connector services. Approximately 150 students, their families and secondary schools, attended the Expo, who were there to find out and ask questions about the support and services available in the Taranaki District around transitioning from school into the adult world.

During the Expo, the mother of a young man who is hearing-impaired approached our officer. Approximately one year previously, her son Levi was lacking in confidence and reluctant to venture beyond the security of his Stratford home. She had enrolled her son in classes in New Plymouth but he was anxious about travelling there. Our Transport Manager supported her son and collected him from his home, showing him where to wait at the stop and introduced him to the driver of the Connector service. Mrs Jones was delighted to explain that her son was now confident and had come an incredibly long way since that first outing. She could not speak highly enough of how the opportunity to travel independently had assisted her son.

### **Ironside Vehicle Society Incorporated**

Total trips for the quarter were 1,896, down 10 or (0.5%). Of the total 1,496 or 79% involved wheelchair passengers.

### **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 2158063: Regional Transport Committee Public Transport Programme Update – September 2018 quarter

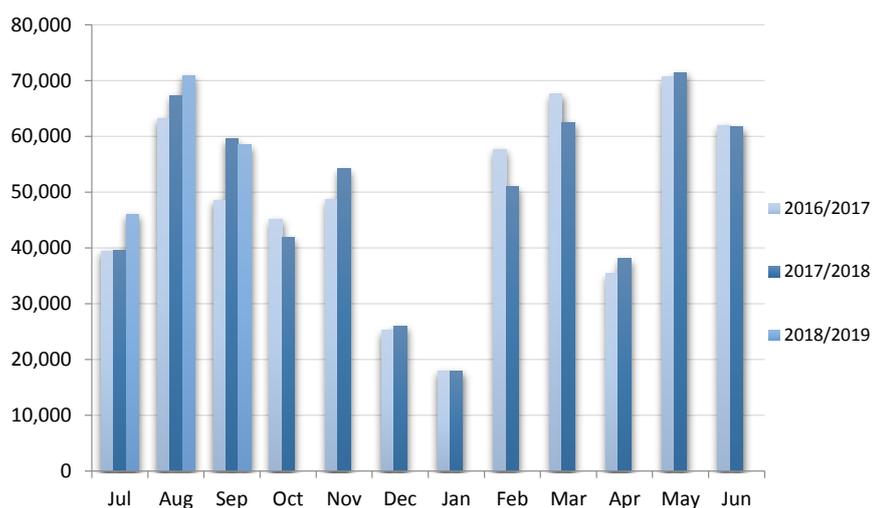
## Regional Transport Committee Public Transport Programme Update – operational overview September 2018

### Citylink performance

| Citylink       | Sept 2018 quarter | Year to date | 17/18 vs 18/19 |
|----------------|-------------------|--------------|----------------|
| Patronage      | 175,380           | 175,380      | ↑5.3%          |
| Farebox*       | 42.0%             | 42.0%        | ↑1.1%          |
| Commerciality* | 43.7%             | 43.7%        | ↑1.0%          |

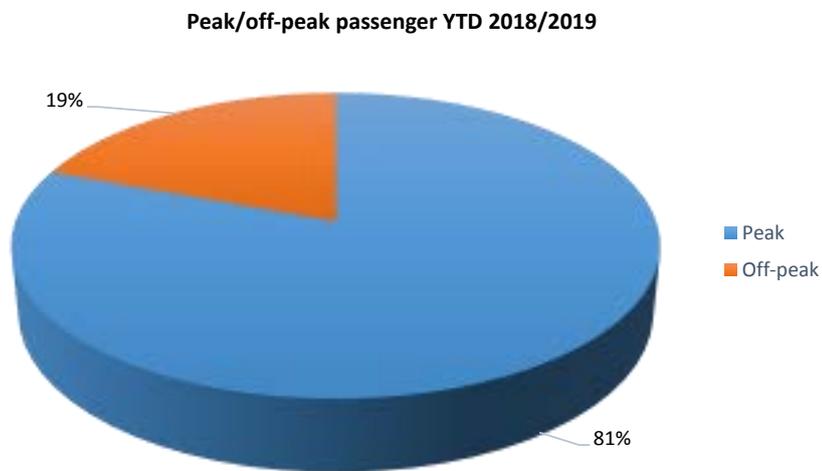
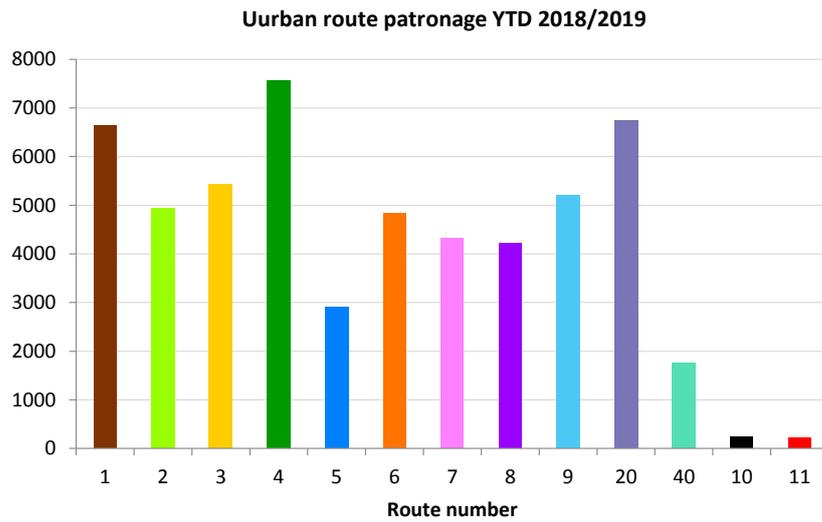
\*Ratios exclude indexation costs

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



| Fare category     | 2018/2019 YTD | 2017/18 YTD | 17/18 vs 18/19 |
|-------------------|---------------|-------------|----------------|
| Adult             | 8,257         | 8,453       | ↓2.0%          |
| Child/Student     | 103,750       | 95,934      | ↑8.0%          |
| Seniors/SuperGold | 14,837        | 12,766      | ↑16%           |
| Tertiary          | 1,453         | 1,101       | ↑32%           |
| Beneficiary       | 13,056        | 14,616      | ↓11%           |
| Access            | 1,523         | 1,465       | ↑4.0%          |
| WITT              | 5,832         | 7,577       | ↓23%           |
| Transfer          | 25,212        | 23,508      | ↑7.0%          |
| Promotion         | 1,460         | 1,317       | ↑11%           |

|                  | 2018/2019 YTD | 2017/18 YTD | 17/18 vs 18/19 |
|------------------|---------------|-------------|----------------|
| Trips per capita | 3.1           | 2.9         | ↑0.2%          |

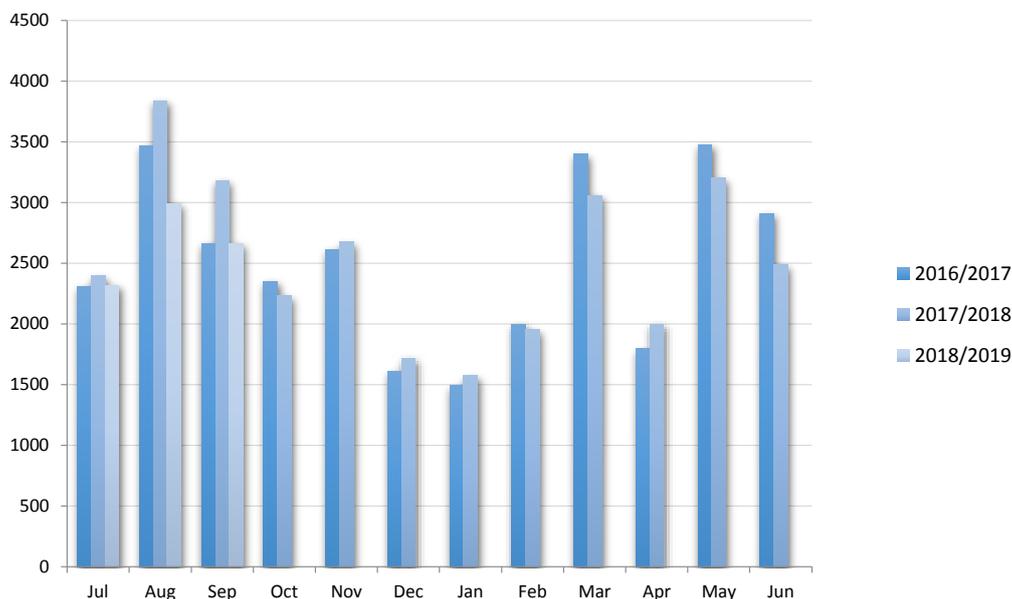


### Connector performance

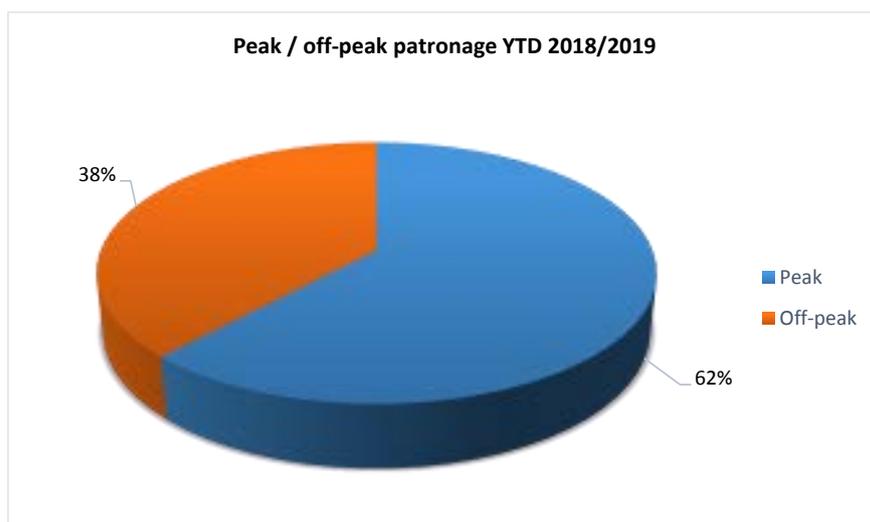
| Connector      | Sept 2018 quarter | Year to date | 17/18 vs 18/19 |
|----------------|-------------------|--------------|----------------|
| Patronage      | 7,971             | 7,971        | ↓15.4%         |
| Farebox*       | 60.8%             | 60.8%        | ↓2.4%          |
| Commerciality* | 61.4%             | 61.4%        | ↓1.8%          |

\*Ratios exclude indexation costs

Connector patronage YTD 2016/17, 2017/18 and 2018/19



| Fare category   | 2018/2019 YTD | 2017/18 YTD | 17/18 vs 18/19 |
|-----------------|---------------|-------------|----------------|
| ACCESS          | 62            | 56          | ↑11%           |
| Adult           | 985           | 899         | ↑10%           |
| Beneficiary     | 640           | 710         | ↓10%           |
| Child           | 114           | 122         | ↓7.0%          |
| Seniors         | 88            | 84          | ↑5.0%          |
| SuperGold       | 798           | 561         | ↑42%           |
| TDHB            | 771           | 1,079       | ↓29%           |
| Tertiary        | 435           | 643         | ↓32%           |
| WITT            | 3,001         | 3,631       | ↓17%           |
| Training (Paid) | 943           | 1,477       | ↓36%           |
| Promotion       | 134           | 156         | ↓14%           |



### Southlink performance

#### Opunake to New Plymouth

|                | Sept 2018 quarter | Year to date | 17/18 vs 18/19 |
|----------------|-------------------|--------------|----------------|
| Patronage      | 230               | 230          | ↑23%           |
| Farebox*       | 16.2%             | 16.2%        | ↑0.8%          |
| Commerciality* | 16.2%             | 16.2%        | ↑0.8%          |

\*Ratios exclude indexation costs

#### Manaia to Hawera

|                | Sept 2018 quarter | Year to date | 17/18 vs 18/19 |
|----------------|-------------------|--------------|----------------|
| Patronage      | 60                | 60           | ↓44%           |
| Farebox*       | 8.2%              | 8.2%         | ↓4.9%          |
| Commerciality* | 8.22%             | 8.22%        | ↓4.9%          |

\*Ratios exclude indexation costs

#### Opunake to Hawera

|                | Sept 2018 quarter | Year to date | 17/18 vs 18/19 |
|----------------|-------------------|--------------|----------------|
| Patronage      | 53                | 53           | ↓42%           |
| Farebox*       | 5.8%              | 5.8%         | ↓4.7%          |
| Commerciality* | 5.82%             | 5.82%        | ↓4.7%          |

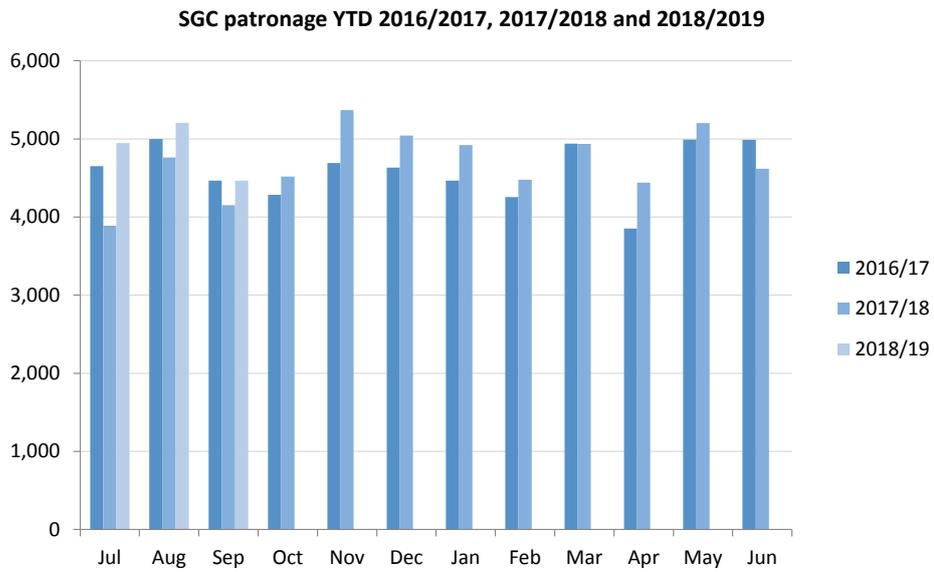
\*Ratios exclude indexation costs

#### Waverley to Hawera

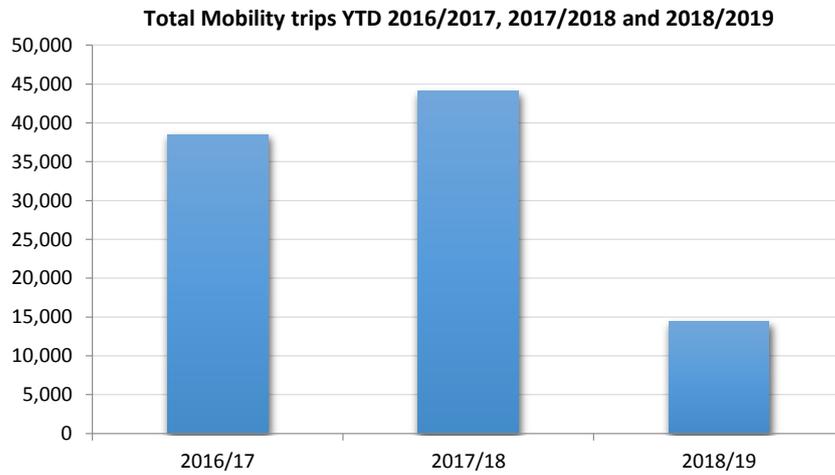
|                | Sept 2018 quarter | Year to date | 17/18 vs 18/19 |
|----------------|-------------------|--------------|----------------|
| Patronage      | 219               | 219          | ↓28%           |
| Farebox*       | 21.8%             | 21.8%        | ↓10.2%         |
| Commerciality* | 21.8%             | 21.8%        | ↓10.2%         |

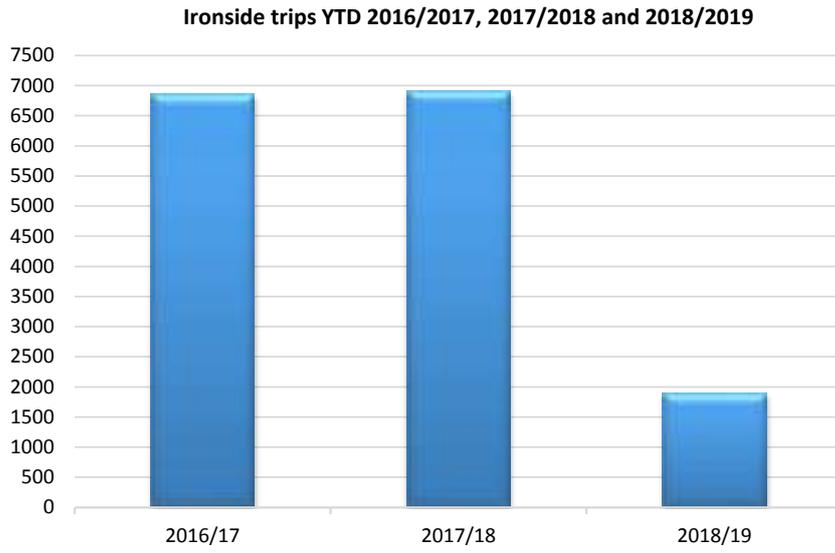
\*Ratios exclude indexation costs

### SuperGold Card



### Total Mobility





## Agenda Memorandum

**Date** 28 November 2018



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

**Subject: Correspondence and information items**

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

BG Chamberlain, Chief Executive

**Document:** 2152642

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### Purpose

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

### Recommendations

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*.

### State Highway 43 workshops

Members will recall the inclusion of two projects within the Regional Land Transport Plan for Taranaki: Mid-term Review for the 2018/19-2020/21 period as follows:

- SH43 Improvements Safety and Access (sealing improvements) – programmed to commence in 2021/22
- SH43 Stratford to Taumarunui Safety Improvements – programmed to commence in 2024/25

Further to the inclusion of these two projects, the New Zealand Transport Agency is now hosting a series of workshops to enable key stakeholders to inform them of possible

improvement options necessary to the section of State Highway 43 between Stratford and Taumarunui.

The Council has received an invitation (attached for Members' information) from the New Zealand Transport Agency to attend the first of a three part series of workshops to discuss possible improvements to State Highway 43.

It is the intention of the NZ Transport Agency, with the support of the Government's Provincial Growth Fund (PGF), to develop a single stage business case to outline potential improvements to the safety and reliability of SH43. To develop this would like to contact key stakeholders in the area to hear what the major issues are and what the potential solutions might be.

The first workshop was held on 15 November. It is anticipated that Workshop Two (date to be confirmed) will refine this long list of potential options to a short list of improvement options, which will be shared with public for feedback. Workshop Three (also to be confirmed) will then select and review the preferred option. The Agency anticipate finalising this business case by the end of March 2019.

Some of the issues to be discussed include:

- sealing the 12km unsealed section of the Tangarakau Gorge
- identifying opportunities to improve safety and resilience along the route
- the viability of SH43 to provide an alternative when SH3 heading north from Taranaki is closed.

A Council representative attended this first of three workshops and will report accordingly to Members.

### **NZTA Guidance on new Targeted Enhanced Funding Rate (FAR)**

At the time of releasing the National Land Transport Programme the NZ Transport Agency announced that local authority projects that meet certain criteria could receive a targeted enhanced funding assistance rate (TEFAR). NZTA has now released information on the five National Priority Programmes and qualifying criteria for projects to receive such a targeted enhanced funding assistance rate.

Qualifying projects will receive a targeted enhanced funding assistance rate that is halfway between the local authority existing funding assistance rate and 100 per cent (with a cap of 90 per cent).

The five National Priority Programmes developed to support the government's priorities of safety, mode shift, resilience and regional economic development include:

| <b>National Priority Programme</b>              | <b>Primary Outcome</b>  |
|---|---|
| Safety on local roads                           | Reduce the number of deaths and serious injuries on the transport network |
| Improving the effectiveness of public transport | Support an expansion in public transport networks and services            |
| Walking and cycling improvements                | Support an expansion in walking and cycling infrastructure                |

| National Priority Programme  | Primary Outcome  |
|------------------------------|--|
| Improving network resilience | Support local road and state highway improvements and upgrades that provide resilience                                     |
| Regional Improvements        | Support investment in regional activities that improve safety, resilience, the environment and access for people and goods |

If a local authority project is included in the 2018-21 NLTP and fits within one of the five National Priority Programme areas, it will be eligible for a targeted enhanced funding assistance rate (TEFAR).

Projects that qualify for the TEFAR are those that fit within the five National Priority Programme areas and are identified as 'High' or 'Very High' under the NZTA Investment Assessment Framework (IAF). TEFAR can apply for both development and implementation of improvement activities.

Projects can be service or infrastructure improvements, but must also be either completed or substantially completed by 30 June 2021 to qualify for enhanced funding. These programmes of work will be monitored and funding adjustments made.

NZTA is now starting to work with the various local authorities to help them take up the offer of the TEFAR by identifying additional transport-related activities for delivery in 2018-21. To qualify for the TEFAR, a local authority must commit any "savings" i.e. the local share funding released by the additional TEFAR, to deliver additional transport projects by June 2021.

### Next Steps

Local authorities are now encouraged by NZTA to review their transport-related programme for 2018-21 and look for opportunities where projects can be brought forward for delivery during the next three years to receive a higher FAR. NZTA will work with local authorities to assist in identifying qualifying activities.

Regional Transport Advisory Groups members are therefore in the process of considering the suitability of projects for this Targeted Enhanced Funding Assistance.

### Mobile Black Spots

Members may recall an item presented to the September 2017 Regional Transport Committee meeting providing information on the Mobile Black Spot Fund and location of mobile coverage improvements to be made in Taranaki over the next few years. The following is an update of where things are at with this project.

As noted in the attached information obtained from the Crown Infrastructure's website (<https://www.crowninfrastructure.govt.nz/blackspots/what/>), the Mobile Black Spot Fund is intended to improve the availability of mobile services to support safety on state highways and enhance visitor experience at key tourist destinations, which do not currently have coverage from any mobile operator. This is to ensure that as many New Zealanders as possible can share in the social and economic benefits mobile coverage offers, and to improve travel safety and emergency response capability in rural areas.

Mobile coverage currently covers areas where over 95 per cent of New Zealand's population live and work. However, the geographic mobile coverage is currently sitting at around 50 per cent.

The Mobile Black Spot Programme is expected to improve population mobile coverage from 95 per cent to 98 per cent and geographic mobile coverage by 20-30 per cent (from 50 per cent). As all three established mobile operators (2degrees, Spark and Vodafone) will be able to access the Mobile Black Spot sites, all mobile customers will be able to share in the benefits of this improved coverage, regardless of their chosen provider.

While December 2022 is the end date for this Programme, the network will be rolled out progressively with many areas receiving coverage before this date. The attached information highlights the localities benefiting from the Programme within the Taranaki region and close neighbouring regions (Waikato and Manawatu-Wanganui).

### **Letter to Waikato Regional Council from InterCity Group**

A copy of a letter sent to the Waikato Regional Council has recently been received from a representative of Intercity Group (NZ Coachlines) noting concerns regarding the draft *Waikato Regional Public Transport Plan*. Council Officers will assess the implications of this matter in due course.

### **Decision-making considerations**

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

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

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

### **Policy considerations**

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

### **Legal considerations**

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

### **Appendices/Attachments**

- Document 2152659: Invitation to attend State Highway 43 Workshops
- Document 2155706: NZTA Guidance on new Targeted Enhanced Funding Rate (FAR)
- Document 2160161: Information obtained from the Crown Infrastructure website on the Mobile Black Spot Fund
- Document 2162193: A copy of a letter to the Waikato Regional Council from InterCity Group regarding their Waikato Regional Public Transport Plan

**From:** Adrian Bathgate <Adrian.Bathgate@nzta.govt.nz>  
**Sent:** Tuesday, 30 October 2018 3:54 PM  
**To:** Basil Chamberlain <Basil.Chamberlain@trc.govt.nz>  
**Subject:** Invitation to participate in SH43 workshops

Dear Stakeholder,

The NZ Transport Agency would like to invite you to attend a series of three workshops to discuss the issues and identify potential improvements for SH43, the Forgotten World highway.

The Transport Agency, with the support of the Government's Provincial Growth Fund (PGF), is looking to develop a single stage business case to outline potential improvements to the safety and reliability of SH43. To help us prepare this we would like to sit down and talk with the key stakeholders in the area to hear what the major issues are and what the potential solutions might be.

The first workshop will be held on 15 November in the ~~Bryan Robb lounge, TSB Showplace, New Plymouth~~ Stratford District Council Chamber rooms, from 9am to midday. This workshop will identify some of the main issues and potential opportunities along SH43 in order to prepare a long list of potential options. Workshop two (date to be confirmed) will refine this long list to a short list of improvement options, which will be shared with public for feedback. Workshop three (also to be confirmed) will select and review the preferred option. We are looking to have this business case finalised by the end of March 2019.

Some of the issues to be discussed include sealing the 12km unsealed section of the Tangarakau Gorge, identifying opportunities to improve safety and resilience along the route and the viability of SH43 to provide an alternative when SH3 heading north from Taranaki is closed.

If you are unable to make this workshop, please feel free to forward this invitation to someone else from your organisation who may be able to attend.

Can you please confirm your attendance via return email by 9 November.

Best regards

**Adrian Bathgate** / Advisor

Governance, Stakeholders & Communications

DDI 64 7 958 9601 / M 64 27 446 1525

E [adrian.bathgate@nzta.govt.nz](mailto:adrian.bathgate@nzta.govt.nz) / W [nzta.govt.nz](http://nzta.govt.nz)

Hamilton Office / Level 1, Deloitte House  
24 Anzac Parade, PO Box 973, Hamilton 3240, New Zealand



## NZTA's Guidance on new Targeted Enhanced Funding Assistance Rate (FAR)

A new targeted enhanced funding assistance rate (TEFAR) has been approved by the NZ Transport Agency to assist councils in bringing forward new high and very high priority locally-led improvement activities for the 2018-21 National Land Transport Programme (NLTP).

The [Government Policy Statement on land transport \(GPS\)](#) establishes new key priorities of safety and access, supported by environment and value for money. The Transport Agency and Local Government New Zealand (LGNZ) have been working together through our joint Sector Reference Group to explore how best to assist councils to take up the opportunities provided by the GPS, which has increased the funding available nationally for locally-led activities.

This work recognises there may be financial challenges for some councils to take up these opportunities. TEFAR will mean up to 50% more funding for locally delivered improvement activity classes provided projects meet the range of requirements.

Please refer to [detailed information on eligibility for targeted enhanced rates](#) on the Planning & Investment Knowledge Base for further details.

Locally-led activities within the 2018-21 National Land Transport Programme that meet the eligibility criteria will automatically be eligible for TEFAR. However, councils may choose not to take up the TEFAR. For example, a council may be unable to identify any new eligible projects to bring forward, or to raise local share to progress the projects. In those instances please contact your Transport Agency representative.

### National Priority Programmes - getting more for your money

National Priority Programmes provide our co-investment partners across local government with five areas where they can advance land transport projects and deliver more for their communities during the next three years for just a little extra money. The National Priority Programmes support the government's transport objectives of safety, mode shift, resilience and regional economic development.

The five programmes are:

| National Priority Programme                     | Primary outcome   |
|---|---|
| Safety on local roads                           | Reduce the number of Deaths and Serious Injuries on the transport network |
| Improving the effectiveness of public transport | Support an expansion in public transport networks and services            |

|                                  |  |
|----------------------------------|--|
| Walking and cycling improvements | Support an expansion in walking and cycling infrastructure   |
| Improving network resilience     | Support local road and state highway improvements and upgrades that provide resilience                                     |
| Regional improvements            | Support investment in regional activities that improve safety, resilience, the environment and access for people and goods |

If your project is included in the 2018-21 National Land Transport Programme and fits within one of the five National Priority Programme areas, it will be eligible for TEFAR. The first tranche of activities qualifying for these programmes have been identified through the development of the NLTP.

Projects that qualify for the TEFAR are those that fit within the five National Priority Programme areas and are assessed by the Investment Assessment Framework (IAF) as having a High or Very High results alignment with the government’s transport priorities. TEFAR can apply for both development and implementation of improvement activities.

Projects can be service or infrastructure improvements, but must be able to be substantially completed by 30 June 2021 to qualify for enhanced funding. These programmes of work will be monitored and funding adjustments made.

We are now starting to work with the various local authorities to help them take up the offer of the TEFAR by identifying additional transport-related activities for delivery in 2018-21.

Activities included in the National Priority Programmes attract a TEFAR that is halfway between your local authority’s normal FAR and 100 percent – but capped at 90 percent. To qualify for the TEFAR, you must commit any “savings” to deliver additional transport projects by June 2021.

### **Next steps - as at 18 September 2018**

Local government is now encouraged to review their transport-related programme for 2018-21 and look for opportunities where projects can be brought forward for delivery during the next three years to receive a higher FAR.

Your Transport Agency relationship management contact or Director Regional Relationships will be able to assist you to achieve the best outcomes for your communities.

The Transport Agency recognises that TEFAR for National Priority Programmes is a new initiative. As such, questions and issues may continue to arise. The Transport Agency will be regularly updating the guidance to resolve these questions and issues. You can submit any questions or issues to your local Transport Agency representative or email [nltp@nzta.govt.nz](mailto:nltp@nzta.govt.nz)

## **What is the Mobile Black Spots Fund (MBSF)?**

**The Mobile Black Spots Fund (MBSF) will improve the availability of mobile services to support safety on state highways and enhance visitor experience at key tourist destinations, which do not currently have coverage from any mobile operator.**

This is to ensure that as many Kiwis as possible can share in the social and economic benefits mobile coverage offers, and to improve travel safety and emergency response capability in rural areas.

Mobile coverage currently covers areas where over 95 per cent of New Zealand's population live and work. However, our geographic coverage is currently sitting at around 50 per cent.

Deployment under the MBSF programme is expected to improve population mobile coverage from 95 per cent to 98 per cent and geographic mobile coverage by 20-30 per cent (from 50 per cent).

As all three established mobile operators – 2degrees, Spark and Vodafone – will be able to access the MBSF sites all mobile customers will be able to share in the benefits of this improved coverage, regardless of their chosen provider.

While December 2022 is the end date for the MBSF programme, the network will be rolled out progressively and made operational and so many areas will receive it before 2022.

The programme is grant funded from the Telecommunications Development Levy, an industry levy collected from telecommunications providers to deliver services not available commercially or otherwise at an affordable price.

## **Where is Mobile Black Spot Coverage?**

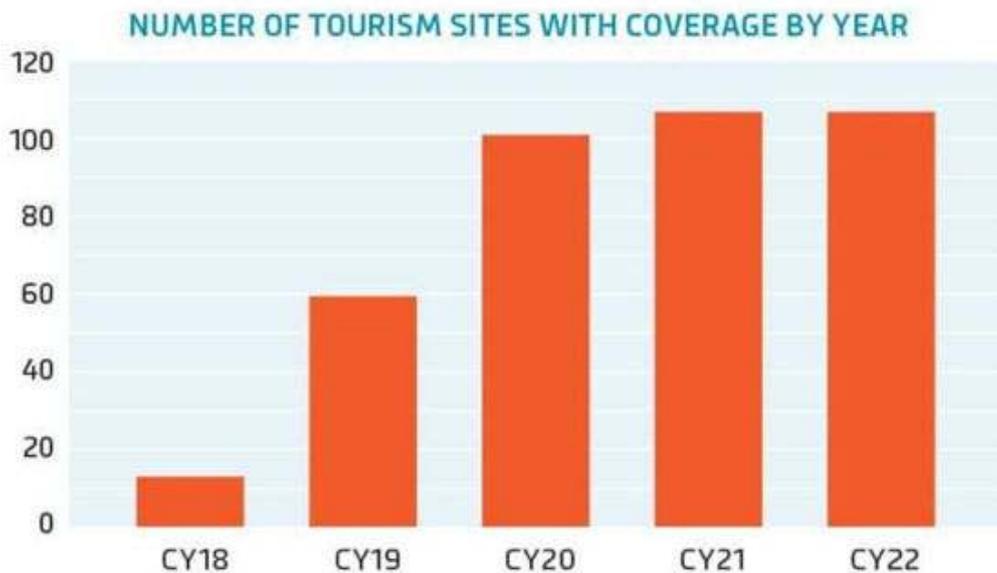
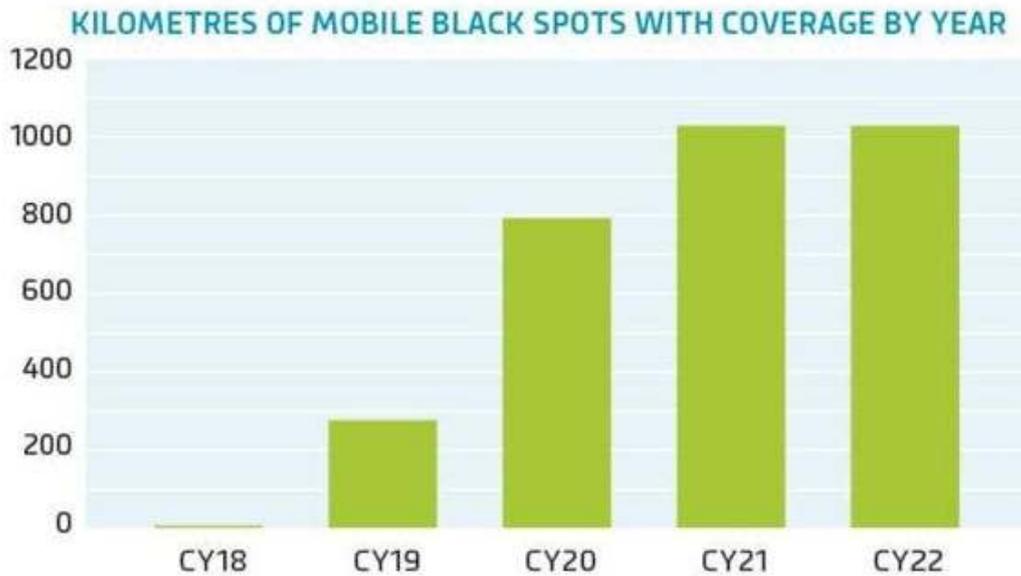
In remote areas, installing continuous coverage on State Highways is very difficult. Rugged mountainous terrain with lots of hills and valleys makes mobile coverage difficult to achieve.

On some State Highways there will be 'islands' of coverage which are sign-posted so you will know where the coverage can be found, and how far down the highway you need to travel to get into mobile coverage.

## When will Mobile Black Spots be covered?

**Crown Infrastructure recognises that in many locations where MBSF towers are to be built, the locations are remote and don't always have power and backhaul available.**

Accordingly, there needs to be some flexibility in determining the order of deployment. This is a result of the sheer logistics of scheduling such a large programme nationwide.



FRODO #2160161: Information obtained from the Crown Infrastructure website on the Mobile Black Spot Fund

## State Highway

| PRIORITY 1                                |                            |   |               |                    |                        |
|---|----------------------------|---|---------------|--------------------|------------------------|
| Region                                    | District                   | Highway segment Name : From, To   | State Highway | New coverage (kms) | Target completion date |
| NORTHLAND                                 | Far North District         | Waipoua Forest: Taheke, Kaipara District Boundary                       | SH12          | 30.7               | 2021                   |
|   | Kaipara District           | Waipoua Forest: Kaipara District Boundary, Wairoa River                 | SH12          | 26.4               | 2019                   |
| WAIKATO                                   | Waikato District           | North Taranaki: Awakino River, Waikato District Boundary                | SH3           | 6.6                | 2020                   |
| GISBORNE                                  | Gisborne District          | Poverty Bay: Maraetaha, Hiwera  | SH2           | 7.8                | 2020                   |
| TARANAKI                                  | New Plymouth District      | North Taranaki: Waikato District Boundary, Mangamaio Stream             | SH3           | 29.8               | 2020                   |
| HAWKE'S BAY                               | Wairoa District            | Poverty Bay: Springdale, Waihua   | SH2           | 18.0               | 2020                   |
| MARLBOROUGH                               | Marlborough District       | Rai Valley: Carvastown, Marlborough District Boundary                   | SH6           | 9.4                | 2020                   |
| NELSON                                    | Nelson City                | Rai Valley: Marlborough District Boundary, Atawhai                      | SH6           | 18.4               | 2019                   |
| TASMAN                                    | Tasman District            | Buller Gorge: Buller River, Tasman District Boundary                    | SH6           | 4.3                | 2019                   |
| WEST COAST                                | Tasman District            | Buller Gorge: O'Sullivan's Bridge, Buller District Boundary             | SH65          | 31.4               | 2019                   |
|   | Buller District            | Buller Gorge: Buller Gorge, Inangahua Junction                          | SH6           | 7.2                | 2021                   |
|   | Buller District            | Buller Gorge: Dakburn, Inangahua Junction                               | SH69          | 4.7                | 2020                   |
|   | Buller District            | Buller Gorge: Buller District Boundary, Shingle Creek                   | SH65          | 0.4                | 2019                   |
|   | Westland District          | West Coast, Haast: Ruatapu, Stony Creek                                 | SH6           | 26.8               | 2021                   |
|   | Westland District          | West Coast, Haast: Stony Creek, Nissens Bluff                           | SH6           | 86.2               | 2020                   |
| CANTERBURY                                | Kaikoura District          | Mangamaunu: Meriburn, Kaiwhare  | SH1           | 9.7                | 2020                   |
| SOUTHLAND                                 | Southland District         | Milford: Boundary Creek, Bowen Falls                                    | SH94          | 33.7               | 2020                   |
| TOTAL                                     |                            |   | 18            | 351.6              |                        |
| PRIORITY 2                                |                            |   |               |                    |                        |
| Region                                    | District                   | Highway segment Name : From, To   | State Highway | New coverage (kms) | Target completion date |
| AUCKLAND                                  | Auckland                   | Kaipara: Waitangi, Flexman Reserve                                      | SH16          | 9.9                | 2020                   |
| WAIKATO                                   | South Waikato District     | Atiamuri: Hikurangi Island, Pohaturua                                   | SH30          | 2.0                | 2020                   |
|   | South Waikato District     | Atiamuri: Upper Atiamuri, South Waikato District Boundary               | SH1           | 1.2                | 2020                   |
|   | Taupo District             | Atiamuri: South Waikato District Boundary, Tuahu                        | SH1           | 4.3                | 2019                   |
|   | Taupo District             | Kuratau: Otaunga Stream, Kuratau Junction                               | SH32          | 0.4                | 2020                   |
|   | Taupo District             | Kuratau: Taupo District Boundary, Waihi Bay                             | SH41          | 0.9                | 2020                   |
|   | Thames-Coromandel District | Coromandel: Kopu, Chelmsford Stream                                     | SH25          | 0.4                | 2019                   |
|   | Waikato District           | Pureora Forest: Mapara Stream, Waikato District Boundary                | SH4           | 10.7               | 2020                   |
| BAY OF PLENTY                             | Opotiki District           | Eastern Bay of Plenty: Omarumutu, Wairuru Stream                        | SH35          | 28.5               | 2020                   |
|   | Opotiki District           | Taneatua: Kutarene Stream, Waitohi Marae                                | SH2           | 0.3                | 2020                   |
|   | Opotiki District           | Waioeka Gorge: Waikere Forest, Opotiki District Boundary                | SH2           | 0.1                | 2019                   |
|   | Opotiki District           | East Cape: Otamaroa, Opotiki District Boundary                          | SH35          | 6.1                | 2019                   |
|   | Whakatane District         | Taneatua: White Pine Bush, Wiaopua Stream                               | SH2           | 4.4                | 2020                   |
| GISBORNE                                  | Gisborne District          | East Cape: Opotiki District Boundary, Mangahauini                       | SH35          | 14.0               | 2020                   |
|   | Gisborne District          | Waioeka Gorge: Opotiki District Boundary, Raupuke                       | SH2           | 26.2               | 2020                   |
|   | Gisborne District          | Whangara: Rototahi, Makorori Point, Mangahauini                         | SH35          | 37.7               | 2020                   |
| TARANAKI                                  | Stratford District         | Forgotten World Highway: Toko Stream, Manawatu-Wanganui Region Boundary | SH43          | 32.2               | 2020                   |
| PRIORITY 2 (Continued from previous page) |                            |   |               |                    |                        |
| Region                                    | District                   | Highway segment Name : From, To   | State Highway | New coverage (kms) | Target completion date |
| MANAWATU-                                 | Ruapehu District           | Forgotten World Highway: Ongarue River, Taumarunui                      | SH4           | 0.3                | 2019                   |
| WHANGANUI                                 | Ruapehu District           | Forgotten World Highway: Ruapehu District Boundary, Taumarunui          | SH43          | 20.6               | 2019                   |
|   | Ruapehu District           | Kuratau: Ngapuke, Taupo District Boundary                               | SH41          | 6.3                | 2018                   |
|   | Ruapehu District           | National Park: Kakahi Stream, Orautoha Stream                           | SH4           | 16.3               | 2021                   |
|   | Ruapehu District           | Pureora Forest: Waikato District Boundary, Te Koura                     | SH4           | 0.4                | 2019                   |
|   | Ruapehu District           | Whanganui River: Tawanui, Ruapehu District Boundary                     | SH4           | 2.7                | 2019                   |
|   | Whanganui District         | Whanganui River: Ruapehu District Boundary, Loweridge                   | SH4           | 8.1                | 2020                   |
| WEST COAST                                | Buller District            | Reefton: Buller District Boundary, Mawheraiti                           | SH7           | 0.2                | 2020                   |
| CANTERBURY                                | Christchurch City          | Banks Peninsula: Christchurch City Boundary, Barrys Bay                 | SH75          | 16.7               | 2020                   |
|   | Hurunui District           | Reefton: Cabbage Tree Island, Buller District Boundary                  | SH7           | 3.6                | 2020                   |
|   | Mackenzie District         | Burkes Pass: Cloudy Peaks, Sterickers Mound                             | SH8           | 2.5                | 2020                   |
|   | Selwyn District            | Arthurs Pass: Ben More, Westland District Boundary                      | SH73          | 19.0               | 2019                   |
|   | Selwyn District            | Banks Peninsula: Aran Lodge, Christchurch City Boundary                 | SH75          | 1.0                | 2020                   |
|   | Waitaki District           | Lindis Pass: Killermont, Waitaki District Boundary                      | SH8           | 10.0               | 2019                   |
| OTAGO                                     | Central Otago District     | Lindis Pass: Waitaki District Boundary, Cluden Hill                     | SH8           | 9.1                | 2019                   |
| TOTAL                                     |                            |   | 36            | 296.1              |                        |

FRDO #2160161: Information obtained from the Crown Infrastructure website on the Mobile Black Spot Fund

| PRIORITY 3                                |  |   |               |                    |                        |
|---|--|---|---------------|--------------------|------------------------|
| Region                                    | District   | Highway segment Name : From, To   | State Highway | New coverage (kms) | Target completion date |
| NORTHLAND                                 | Far North District   | Cape Reinga: Cape Reinga Coastal Walkway, Mitimiti Stream               | SH1           | 25.1               | 2020                   |
|   | Far North District   | Mangamuka: Victoria Valley, Te Toke Stream                              | SH1           | 2.5                | 2021                   |
|   | Far North District   | Kaikohu South: Kaikohu Aerodrome, Far North District Boundary           | SH15          | 5.6                | 2019                   |
|   | Whangarei District   | Kaikohu South: Far North District Boundary, Waitomotomo Stream          | SH15          | 5.0                | 2019                   |
| WAIKATO                                   | Otorohanga District  | Kawhia: Mokootipi, Okupata Stream                                       | SH31          | 3.7                | 2020                   |
|   | Otorohanga District  | Pureora Forest: Taupo District Boundary, Otorohanga District Boundary   | SH30          | 4.3                | 2019                   |
|   | Taupo District   | Pureora Forest: Whakamaru, Swampy Stream                                | SH32          | 0.0                | 2019                   |
|   | Taupo District   | Pureora Forest: Taupo District Boundary, Mangatahae Stream              | SH30          | 2.5                | 2021                   |
|   | Waikato District   | Pureora Forest: Waiteti, Otorohanga District Boundary                   | SH30          | 13.1               | 2021                   |
|   | Rotorua District   | Kaingaroa: Awaroa Stream, Rotorua District Boundary                     | SH38          | 0.2                | 2019                   |
| BAY OF PLENTY                             | Whakatane District   | Kaingaroa: Rotorua District Boundary, Wairohia Stream                   | SH38          | 2.6                | 2019                   |
| HAWKE'S BAY                               | Central Hawke's Bay District   | Tikokino: Yarrow Stream, Hastings District Boundary                     | SH50          | 6.5                | 2020                   |
|   | Hastings District  | North Hawkes Bay: Hastings District Boundary, Flat Rock                 | SH2           | 31.1               | 2021                   |
|   | Hastings District  | North Hawkes Bay: Pokopoko Stream, Belmont                              | SH5           | 0.7                | 2020                   |
|   | Hastings District  | Tikokino: Hastings District Boundary, Ongaonga                          | SH50          | 5.5                | 2020                   |
|   | Waioa District   | Lake Waikaremoana: Aniwanuiwa, Hukewaka                                 | SH38          | 24.0               | 2021                   |
|   | Waioa District   | North Hawkes Bay: Mautaua, Hastings District Boundary                   | SH2           | 9.2                | 2021                   |
| MANAWATU-WHANGANUI                        | Waikato District   | Pureora Forest: Waiteti, Waikato District boundary                      | SH30          | 12.1               | 2021                   |
| MARLBOROUGH                               | Marlborough District   | Nelson Lakes: Hillersden, Marlborough District Boundary                 | SH63          | 41.2               | 2021                   |
| TASMAN                                    | Tasman District  | Nelson Lakes: Railway gully Stream, Owen River                          | SH6           | 8.4                | 2019                   |
|   | Tasman District  | Nelson Lakes: Belgrove, Kawatiri  | SH63          | 8.2                | 2019                   |
| PRIORITY 3 (Continued from previous page) |  |   |               |                    |                        |
| Region                                    | District   | Highway segment Name : From, To   | State Highway | New coverage (kms) | Target completion date |
| WEST COAST                                | Buller District  | Punakaiki: Hibernia Creek, Giants Grave                                 | SH6           | 22.2               | 2021                   |
|   | Buller District  | Buller Gorge: Inangahua Junction, Buller District Boundary              | SH6           | 1.8                | 2020                   |
|   | Buller District  | Buller Gorge: Fairdown Stream, Whararua River                           | SH67          | -                  | N/A                    |
|   | Buller District  | Reefton: Mawheraiti, Buller District Boundary                           | SH7           | 4.9                | 2020                   |
| CANTERBURY                                | Mackenzie District   | Totara Valley: Mackenzie District Boundary, Forest Downs                | SH79          | 0.6                | 2020                   |
|   | Mackenzie District   | Totara Valley: Mackenzie District Boundary, Kingsbury                   | SH8           | 19.4               | 2020                   |
|   | Mackenzie District   | Mount Cook: Glentanner, Urwin Hut                                       | SH80          | 8.7                | 2019                   |
|   | Timaru District  | Totara Valley: Wierton, Mackenzie District Boundary                     | SH79          | 5.9                | 2020                   |
|   | Timaru District  | Totara Valley: Pukeroa, Mackenzie District Boundary                     | SH8           | 3.1                | 2020                   |
| OTAGO                                     | Central Otago District   | Green Valley: Central Otago District Boundary, Otago Central Rail Trail | SH87          | 0.1                | 2019                   |
|   | Central Otago District   | Cromwell: Kawerau Gorge, Queenstown-Lakes District Boundary             | SH6           | 0.3                | 2019                   |
|   | Central Otago District   | Cromwell: Dead Mans Point, Champagne Gully                              | SH8           | 1.2                | 2019                   |
|   | Central Otago District   | Green Valley: Central Otago District Boundary, Longlands                | SH85          | 4.9                | 2019                   |
|   | Central Otago District   | Raes Junction: Stewart Memorial Bridge, Central Otago District Boundary | SH8           | 10.4               | 2019                   |
|   | Clutha District  | Raes Junction: Clutha District Boundary, Flodden Creek                  | SH90          | 10.8               | 2019                   |
|   | Dunedin City   | Shannon: Roseburn, Salt Lake  | SH87          | 15.8               | 2019                   |
|   | Queenstown-Lakes District  | Kingston: Lake Wakatipu, Queenstown-Lakes District Boundary             | SH6           | 13.5               | 2019                   |
|   | Queenstown-Lakes District  | West Coast, Haast: Dinner Flat, Makaroa                                 | SH6           | 38.6               | 2020                   |
|   | Queenstown-Lakes District  | Cromwell: Queenstown-Lakes District Boundary, Victoria Bridge           | SH6           | 0.1                | 2019                   |
| Waitaki District                          | Green Valley: Grace Chapman Reserve, Central Otago District Boundary | SH85  | 15.4          | 2019               |                        |
| SOUTHLAND                                 | Southland District   | Kingston: Queenstown-Lakes District Boundary, Trotters Plain            | SH6           | 3.2                | 2019                   |
| TOTAL                                     |  |   |               | 43                 | 393.1                  |
| GRAND TOTAL                               |  |   |               | 97                 | 1040.9                 |

FRODO #2160161: Information obtained from the Crown Infrastructure website on the Mobile Black Spot Fund

## Tourism locations

| TOURISM PRIORITY 1                                       |                              |                           |                     |                        |
|--|------------------------------|---------------------------|---------------------|------------------------|
| Region   | District                     | Site Name                 | Tourism MBS Covered | Target Completion Date |
| NORTHLAND  | Far North District           | Tane Mahuta               | 1                   | 2019                   |
|  | Far North District           | Cape Reinga               | 1                   | 2019                   |
|  | Far North District           | Ninety Mile Beach         | 1                   | 2020                   |
| AUCKLAND   | Auckland                     | Bethells Beach            | 1                   | 2020                   |
| BAY OF PLENTY  | Rotorua District             | Buried Village            | 1                   | 2019                   |
| WELLINGTON   | South Wairarapa District     | Palliser Bay lighthouse   | 1                   | 2020                   |
|  | Wellington City              | Makara                    | 1                   | 2018                   |
| TASMAN   | Tasman District              | Blue Lake                 | 1                   | 2019                   |
|  | Tasman District              | Nguroa Bay                | 2                   | 2019                   |
| WEST COAST   | Westland District            | Haast                     | 1                   | 2019                   |
|  | Westland District            | Ruatapu                   | 1                   | 2019                   |
|  | Buller District              | Buller Gorge South        | 1                   | 2020                   |
| CANTERBURY   | Christchurch City            | Little River              | 1                   | 2019                   |
|  | Hurunui District             | St James                  | 2                   | 2020                   |
| OTAGO  | Queenstown-Lakes District    | Blue Pool                 | 1                   | 2019                   |
|  | Queenstown-Lakes District    | Makarora                  | 1                   | 2019                   |
| SOUTHLAND  | Southland District           | Mirror Lake               | 1                   | 2020                   |
|  | Southland District           | Routeburn Track           | 1                   | 2020                   |
|  | Southland District           | Milford Sound             | 2                   | 2020                   |
|  | Southland District           | Waikawa                   | 2                   | 2019                   |
| TOTALS (PRIORITY 1):                                     |                              |                           | 24                  |                        |
| TOURISM PRIORITY 2                                       |                              |                           |                     |                        |
| Region   | District                     | Site Name                 | Tourism MBS Covered | Target Completion Date |
| WAIKATO  | Otorohanga District          | Aotea                     | 1                   | 2020                   |
|  | Waikato District             | Glen Murray               | 1                   | 2018                   |
|  | Waikato District             | Mokau                     | 1                   | 2018                   |
| BAY OF PLENTY  | Opotiki District             | Te Kaha                   | 1                   | 2019                   |
|  | Rotorua District             | Lake Tarawera             | 1                   | 2018                   |
| NELSON   | Nelson City                  | Cable Bay                 | 1                   | 2019                   |
| WEST COAST   | Westland District            | Bruce Bay                 | 1                   | 2020                   |
|  | Westland District            | Lake Kanieri              | 1                   | 2020                   |
|  | Westland District            | Okarito Lagoon            | 1                   | 2019                   |
|  | Westland District            | Okuru                     | 1                   | 2020                   |
| CANTERBURY   | Christchurch City            | Lavericks                 | 2                   | 2019                   |
|  | Christchurch City            | Taylor's Mistake          | 1                   | 2018                   |
|  | Hurunui District             | Port Robinson             | 1                   | 2019                   |
| OTAGO  | Queenstown-Lakes District    | Greenstone                | 1                   | 2019                   |
| SOUTHLAND  | Southland District           | Homer Tunnel              | 1                   | 2020                   |
| TOTALS (PRIORITY 2):                                     |                              |                           | 16                  |                        |
| TOURISM PRIORITY 3 <i>(Continued from previous page)</i> |                              |                           |                     |                        |
| Region   | District                     | Site Name                 | Tourism MBS Covered | Target Completion Date |
| HAWKE'S BAY  | Central Hawke's Bay District | Blackhead                 | 1                   | 2019                   |
|  | Central Hawke's Bay District | Kairakau Beach            | 1                   | 2019                   |
|  | Hastings District            | Tutira                    | 1                   | 2019                   |
|  | Hastings District            | Waipatiki Beach           | 1                   | 2019                   |
|  | Wairoa District              | Waihua Beach              | 1                   | 2019                   |
| MANAWATU-WHANGANUI                                       | Ruapehu District             | Bennydale South East      | 1                   | 2020                   |
|  | Ruapehu District             | Owhango                   | 1                   | 2018                   |
|  | Ruapehu District             | Raurimu                   | 1                   | 2020                   |
|  | Tararua District             | Pongaroa                  | 1                   | 2019                   |
| MARLBOROUGH  | Marlborough District         | Kenepuru                  | 1                   | 2019                   |
|  | Marlborough District         | Okiwi Bay                 | 1                   | 2020                   |
| TASMAN   | Tasman District              | Abel Tasman National Park | 1                   | 2019                   |
|  | Tasman District              | Bainham                   | 1                   | 2019                   |
|  | Tasman District              | Nelson Lake               | 1                   | 2019                   |
|  | Tasman District              | Shenandoah                | 1                   | 2019                   |
| WEST COAST   | Buller District              | Charleston                | 1                   | 2020                   |
|  | Grey District                | Rapahoe                   | 1                   | 2020                   |
|  | Westland District            | Jacobs Ridge              | 1                   | 2020                   |
|  | Westland District            | Lake Wahapo               | 1                   | 2019                   |
|  | Westland District            | Nellis Beach              | 1                   | 2019                   |
|  | Westland District            | Paringa                   | 1                   | 2020                   |
|  | Westland District            | Pukekura                  | 1                   | 2019                   |

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| TOURISM PRIORITY 3                                |                                |                              |                     |                        |
|---|--------------------------------|------------------------------|---------------------|------------------------|
| Region  | District                       | Site Name                    | Tourism MBS Covered | Target Completion Date |
| NORTHLAND   | Far North District             | Kaero                        | 1                   | 2018                   |
|   | Far North District             | Poieke                       | 1                   | 2020                   |
|   | Far North District             | Takahue                      | 1                   | 2020                   |
|   | Far North District             | Te Pahi                      | 1                   | 2019                   |
|   | Far North District             | Urupukapuka Island           | 1                   | 2019                   |
|   | Far North District             | Utakura                      | 1                   | 2020                   |
|   | Far North District             | Waitiki Landing              | 1                   | 2019                   |
|   | Kaipara District               | Aranga                       | 1                   | 2019                   |
|   | Kaipara District               | Glinks Gully                 | 1                   | 2019                   |
|   | Kaipara District               | Omamari                      | 1                   | 2019                   |
| WAIKATO   | Thames-Coromandel District     | Coromandel Coastal Walkway   | 1                   | 2018                   |
|   | Hauraki District               | Waitawheta track             | 1                   | 2021                   |
|   | Otorohanga District            | Barryville                   | 1                   | 2019                   |
|   | Thames-Coromandel District     | Port Charles                 | 1                   | 2020                   |
|   | Waikato District               | Waikaretu                    | 1                   | 2020                   |
|   | Waikato District               | Waingarō                     | 1                   | 2020                   |
|   | Waikato District               | Marokopa                     | 1                   | 2021                   |
| BAY OF PLENTY                                     | Opotiki District               | Whanarua Bay                 | 2                   | 2021                   |
|   | Rotorua District               | Waitangi (Rotorua)           | 1                   | 2018                   |
|   | Taupo District                 | Kaingaroa Forest             | 1                   | 2018                   |
|   | Western Bay of Plenty District | Tect All Terrain Park        | 2                   | 2021                   |
| TARANAKI  | New Plymouth District          | Tongaporutu                  | 1                   | 2020                   |
|   | Stratford District             | Te Wera                      | 1                   | 2019                   |
| TOURISM PRIORITY 3 (Continued from previous page) |                                |                              |                     |                        |
| Region  | District                       | Site Name                    | Tourism MBS Covered | Target Completion Date |
| CANTERBURY  | Ashburton District             | Lake Heron                   | 1                   | 2020                   |
|   | Ashburton District             | Mt Sunday                    | 3                   | 2020                   |
|   | Christchurch City              | Birdlings Flat               | 1                   | 2019                   |
|   | Kaikoura District              | Mangamaunu Beach             | 1                   | 2020                   |
|   | Selwyn District                | Bealey                       | 1                   | 2019                   |
|   | Timaru District                | Albury                       | 2                   | 2020                   |
|   | Westland District              | Tasman Glacier walks         | 1                   | 2018                   |
| OTAGO   | Central Otago District         | Lindis Valley                | 1                   | 2019                   |
|   | Central Otago District         | Moa Creek                    | 1                   | 2020                   |
|   | Clutha District                | Raes Junction                | 1                   | 2019                   |
|   | Clutha District                | Tajeri Mouth                 | 1                   | 2020                   |
|   | Queenstown-Lakes District      | Mou Waho Island, Lake Wanaka | 1                   | 2018                   |
|   | Waitaki District               | Trotter                      | 1                   | 2019                   |
|   | Waitaki District               | Waitaki Lakes area           | 1                   | 2018                   |
| SOUTHLAND   | Southland District             | Dipton                       | 1                   | 2020                   |
|   | Southland District             | Mount Eglinton               | 1                   | 2020                   |
|   | Southland District             | Knobs Flat                   | 1                   | 2020                   |
|   | Southland District             | Waikawa South                | 1                   | 2020                   |
| TOTALS (PRIORITY 3):                              |                                |                              | 68                  |                        |
| GRAND TOTAL (ALL PRIORITIES):                     |                                |                              | 108                 |                        |



David MacLeod  
Chairman  
Taranaki Regional Council

By email: david.macleod@trc.govt.nz

19 November 2018

Dear Sir,

I am writing to you about our concerns regarding the draft **Waikato Regional Public Transport Plan, (WRPTP)**, which we understand is due to go before the Waikato Regional Council for a final decision on 12 December 2018 and the impact this may have on long distance bus routes, especially those that connect your region to the rest of the North Island.

The reason for my letter is to advise you that some of the proposals contained in the WRPTP may have an impact on our ability to continue to provide our current services from Auckland to Hamilton and onwards to cities and towns within the Taranaki region such as New Plymouth.

The WRPTP proposes adding several new subsidised long distance passenger services, notably a rail service between Hamilton and Auckland, which will directly compete against our commercial services and put at risk the viability of our North Island network as a whole.

InterCity Group, (ICG) is a 100% New Zealand owned company and is the only national passenger land transport network providing transport and tourism services in both New Zealand and Australia. All of our services operate on a totally commercial basis, and do not currently receive subsidies from either central or local Government.

Our network offers New Zealanders and international tourists the opportunity to travel to around 600 communities, towns and cities in New Zealand – from Kaitaia in the north to Invercargill in the south.

In particular, through ICG, Taranaki residents have accessibility to a vast array of destinations both within the region and across the North Island.

The viability of these services is dependent on patronage along the Auckland-Hamilton stages. For example, our IC6404 service from New Plymouth to Auckland would not be financially viable without the patronage and income from passengers who travel on the service between Hamilton and Auckland.

We support the WRPTP objectives in moving to a mass transit-oriented network within Hamilton and between the city and neighbouring towns, creating partnerships to better coordinate funding across multiple organizations and delivering shared services to more areas within the region and finally, developing a public transport system that everyone can use, and improving end-to-end journey experiences.

Our concerns are as follows:

### Timeline

Consultation on the draft WRPTP was for a period of 28 days (from 23 August 2018–19 September 2018), with a Council vote on December 12 2018. Our view is that this is a very tight timeframe for what are important matters with many potential costs and benefits. We have been pleased at early engagement thus far with some of Waikato Regional Council's officers but much more is required.

### Route Duplication

The table below illustrates a small sample of our Waikato bus routes which the draft WRPTP suggests that frequency should be increased

| Service           | InterCity southbound services per day | InterCity northbound services per day |
|-------------------|---------------------------------------|---------------------------------------|
| Pokeno-Auckland   | 8                                     | 9                                     |
| Huntly-Auckland   | 8                                     | 8                                     |
| Matamata-Hamilton | 4                                     | 4                                     |
| Turangi-Taupo     | 5                                     | 5                                     |
| Tokoroa-Hamilton  | 4                                     | 2                                     |
| Hamilton-Auckland | 17                                    | 16                                    |
| Hamilton-Tauranga | 3                                     | 6                                     |
| Hamilton-Taupo    | 6                                     | 5                                     |
| Hamilton-Te Kuiti | 2                                     | 2                                     |

Waikato residents already have access to a choice of multiple departure times on reliable scheduled bus services on all these routes. We are interested to know if there is any research supporting the need for additional services.

### Funding

Regarding funding, we understand that the WRPTP proposes that regional and city connections should be subsidized by 63% as the passenger fares will account for \$43.4 million, Local government will account for \$36.1 million and the NZTA contribution will be \$37.8 million.

Government and Council funding could account for nearly two thirds of a competitor's costs (WRPTP projections) and this "tilts the playing field" because InterCity does not presently receive any public funding.

### **Accessibility**

We rely on passenger volumes to fund our operating structure whereas the WRPTP involves the addition of new heavily subsidized competing services. These services have the potential to operate higher frequencies and/or offer lower prices, than a non-subsidized commercial operator would have been able to achieve.

Our passenger volumes from communities in the Waikato region would reduce as people switch to services that are artificially cheaper and artificially more frequent than ICG can achieve.

### **Impact on Taranaki**

As has been mentioned above, Waikato's RPTP will not only impact accessibility for Waikato's residents but also for the residents of all other regions across the North Island, including the Taranaki region. This is because the loss of patronage and income on the Hamilton-Auckland legs of our long distance services will force us to review whether we can continue operating them.

The WRPTP, therefore, has the potential to significantly impact on travel accessibility for your region's residents and also to impact on the visitor economy.

### **Usage**

Our research shows us that the estimated usage figures may be inaccurate, resulting in even higher subsidies and even if the proposed services are introduced at heavily discounted prices, there will not be sufficient passenger volume for them to be financially sustainable, based on Council's target of an average 37% farebox recovery. (ICG research).

In conclusion, we support growth and interconnectivity between the regions through fast, efficient and value for money transport networks. However, our research shows that ICG already delivers a cost effective and efficient service – if some of our services have to be reduced or even cut, travelers from all across the North Island – including Taranaki residents, visiting families and friends and tourists – will be the losers.

We believe that subsidies should be directed to creating transport accessibility where none exists rather than duplicating existing routes which will put at risk accessibility for many regions.

InterCity Group wants to be part of the solution and work with Councils to improve connectivity and confirm the following points:

- Where InterCity already has a service, Council can use that (i.e. by purchasing seats at a discounted rate).
- Where a township is outside InterCity's network, Council can run a small bus service that links to an InterCity main stop. We can coordinate our timetables and booking systems to make this work.
- If new departure times are needed, we can work together with the council to come up with a solution.

We appreciate the opportunity to meet with you and discuss this further and look forward to your response.

Yours sincerely,

Sam Peate  
**General Manager NZ Coachlines**