

**Regional Transport Committee**

Wednesday 29 November 2017

11.00am

Taranaki Regional Council, Stratford



**Agenda for the meeting of the Regional Transport Committee to be held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 29 November 2017 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**

<b>Item</b>	<b>Page</b>	<b>Subject</b>
Item 1	3	Confirmation of Minutes
Item 2	11	Minutes of the Regional Transport Advisory Group
Item 3	23	Regional Land Transport Plan Annual Monitoring Report for 2016/17
Item 4	47	Request to vary the Regional Land Transport Plan for Taranaki 2015/16 - 2020/21
Item 5	53	Mid-term review of the Regional Land Transport Plan 2015-2021
Item 6	147	NZ Transport Agency Regional Report
Item 7	156	Passenger transport operational update for the quarter ending 30 September 2017
Item 8	163	Correspondence and information items

## Agenda Memorandum

**Date** 29 November 2017



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

**Subject: Confirmation of Minutes – 6 September  
2017**

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

**Document:** 1969437

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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 6 September 2017 at 11.00am
2. notes the recommendations therein were adopted by the Taranaki Regional Council on 18 September 2017.

### **Matters arising**

#### **Appendices**

Document #1927583 – 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 6 September 2017 commencing at  
11.00am.**



<b>Members</b>	Councillor	C S Williamson	(Committee Chairperson)
	Councillor	M J McDonald	(Committee Deputy Chairperson)
	Councillor	H Duynhoven	(New Plymouth District Council)
	Mayor	N Volzke	(Stratford District Council)
	Mayor	R Dunlop	(South Taranaki District Council)
	Mr	R I'Anson	(NZ Transport Agency)
<b>Attending</b>	Councillor	M J Cloke	
	Messrs	M J Nield	(Director-Corporate Services)
		G C Severinsen	(Policy and Strategy Manager)
		C B Clarke	(Transport Services Manager)
		P Ledingham	(Communications Officer)
	Mrs	F Ritson	(Policy Analyst)
	Mrs	K van Gameren	(Committee Administrator)
	Ms	L Rowland	(Digital Communications Co-ordinator)
	Mrs	R Smith	(Transport Administrator)
	Messrs	D Langford	(New Plymouth District Council)
		S Bowden	(Stratford District Council)
		V Lim	(South Taranaki District Council)
		B Dowsett	(NZ Transport Agency)
		C McKegg	(Safe Roads Alliance)
	Ms	J Stewart	(NZ Transport Agency)
	Ms	M Davison	(NZ Transport Agency)
	Ms	K Gyorak	(NZ Transport Agency)
Mrs	M Webby	(RoadSafe Taranaki)	
Snr Sgnt	R O'Keefe	(NZ Police)	
	Mr Roger Maxwell		

**Apologies** The apology from Ms P McLean (NZ Transport Agency) was received and sustained.

**Notification of**

**Late Items** Item 11 Correspondence and information items – Mobile Black Spot Fund update

**1. Confirmation of Minutes – 14 June 2017**

**Resolved**

THAT the Regional Transport Committee of the Taranaki Regional Council:

1. takes as read and confirms the minutes and recommendations of the Regional Transport Committee meeting of the Taranaki Regional Council, held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 14 June 2017 at 11.00am.
2. notes that recommendations therein were adopted by the Taranaki Regional Council on 27 June 2017.

Williamson/McDonald

**Matters arising**

There were no matters arising.

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

- 2.1 The minutes of the Taranaki Regional Transport Advisory Group (RTAG) meeting held on 16 August 2017 were received and noted.

**Recommended**

THAT the Taranaki Regional Council

1. receives for information purposes the minutes of the Taranaki Regional Transport Advisory Group meeting held on 16 August 2017

Duynhoven/I'Anson

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

- 3.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum updating the Committee on the mid-term review of the *Regional Land Transport Plan for Taranaki 2015/16 – 2020-21* (the RLTP); noting and receiving the outputs from the Investment Logic Mapping (ILM) process undertaken as part of the interim review; and seeking support of minor changes proposed by the interim review to the strategic policy framework in Section 4, structure for the programme of activities within Section 5 and prioritisation process to follow for any regionally significant works.

**Recommended**

That the Taranaki Regional Council:

1. receives the memorandum *Mid-term review of the Regional Land Transport Plan for Taranaki 2015/16-2020/21*

2. notes that an externally-facilitated Investment Logic Mapping process has been undertaken with key stakeholders as part of the review of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*
3. receives the investment relationship maps created as part of the Investment Logic Mapping process undertaken for the mid-term review of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*
4. agrees to the minor changes proposed to the strategic policy framework within the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*
5. agrees to the proposed structure for the programme of activities within the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* Plan and the proposed prioritisation process to follow for any significant works.

Duynhoven/Dunlop

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

- 4.1 Mr R I Anson, 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.
- 4.2 A number of matters were discussed by the Committee including:
  - Sealing SH43 and reinstatement works timeline and progress
  - De Havilland Drive intersection and Airport Drive intersection proposed safety improvements in the Bell Block to Waitara project
  - road surface repairs/maintenance matters SH3 between Eltham and Hawera
  - sealing of Stratford plateau carpark (under special purpose roads). Stratford District Council has applied for funding and is waiting to hear back from NZ Transport Agency. The Committee will be provided an update on this matter in due course.
  - agreed list of actions for the Old Mountain Road (previous section of SH3 before Normanby Bridge Alignment project) before being handed back to South Taranaki District Council as a local road
  - culvert update at Lake Mangamahoe – repairs to SH3 and new culvert to be installed by NZ Transport Agency following recent heavy rainfall event.
- 4.3 Mr B Dowsett, NZ Transport Agency, provided a presentation to the Committee on State Highway Investment Proposal and Corridor Management Plan.

#### **Recommended**

THAT the Taranaki Regional Council

1. receives and notes the Regional Report from the NZ Transport Agency dated 6 September 2017

Williamson/Duynhoven

## 5. New approach to speed management

- 5.1 Ms J Stewart and Ms M Davison, NZ Transport Agency, provided a presentation to the Committee on a new approach to speed management in New Zealand, including an overview of the *Speed Management Guide* and related activities.

### Recommended

THAT the Taranaki Regional Council

1. receives and notes the presentation on the *Speed Management Guide* and the new *Setting of Speed Limits Rule 2017* by the NZ Transport Agency.

McDonald/Dunlop

## 6. Regional road safety update

- 6.1 Ms M Webby, RoadSafe Taranaki, and Snr Sgt R O'Keefe, NZ Police, provided a presentation to the Committee from the Taranaki Road Safety Action Planning Group on road safety activities in Taranaki.

### Recommended

THAT the Taranaki Regional Council

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

McDonald/Volzke

## 7. SH3 Awakino Gorge to Mt Messenger Programme update

- 7.1 Mr C McKegg, Safe Roads Alliance, provided a presentation to the Committee on the Stage One and Stage Two Corridor Improvements Project as part of the SH3 Awakino Gorge to Mt Messenger programme.
- 7.2 Mr R I Anson, NZ Transport Agency, provided an update presentation to the Committee on the Mt Messenger Bypass project following the recent announcement by the Minister of Transport on the preferred bypass option that is due to be completed by 2021.

### Recommended

THAT the Taranaki Regional Council

1. receives and notes the update provided by Mr Campbell McKegg, Safe Roads Alliance, on the SH3 Awakino Gorge to Mount Messenger Programme – Corridor Improvements project.

Volzke/Williamson

## 8. Mobility as a Service presentation

- 8.1 Ms K Gyorgak, NZ Transport Agency, provided a presentation to the Committee on the Agency's Mobility as a Service (MaaS) work and the launch of the Choice App which is a key aspect of the MaaS work.

### Recommended

THAT the Taranaki Regional Council

1. receives and notes the presentation by staff of the NZ Transport Agency on Mobility as a Service.

Williamson/Duynhoven

## 9. SH43 improvements advocacy

- 9.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum to ratify the recommendations proposed in the electronically circulated memorandum (SH43 Investigation Report 31 July 2017) and to discuss the next steps in the Committee's advocacy for improvements to State Highway 43.

### Recommended

THAT the Taranaki Regional Council

1. ratifies the recommendations contained in the Agenda Memorandum 'SH43 Investigation Report dated 31 July 2017' (Document #1907510), which were supported via email –
  1. receives the report *State Highway 43 Investigation* prepared by Abley Transportation Consultants
  2. notes the recommendations made in the *State Highway 43 Investigation* report, including :
    - a. The potential to upgrade the One Network Road Classification (ONRC) of SH43 from Secondary Collector to Primary Collector.
    - b. The NZ Transport Agency be asked to provide additional funding for the maintenance of SH43 in light of its increasing importance both as a key tourist route, and as a freight route.
    - c. The NZ Transport Agency investigate and implement measures for reducing the crash risk on SH43 including improved signage and road markings.
    - d. The Government be approached to fund the estimated \$7.6-\$8 million cost of sealing the remaining 12km unsealed section of SH43 as a contribution towards increasing the attraction of the region as a destination for tourists, and to maximise the potential benefits of the upgrading of the Taranaki Crossing day walk and other substantial investments in visitor offerings. As the tourism benefits would not be achieved until the sealing is completed, the sealing should be undertaken over a single construction season.



3. agrees to provide the *State Highway 43 Investigation* report to the Minister of Transport, local Members of Parliament and the NZ Transport Agency.
2. notes the correspondence providing the *State Highway 43 Investigation* report to the Minister of Transport, local Members of Parliament and the NZ Transport Agency
3. notes the response received from the Minister of Transport on the *State Highway 43 Investigation* report
4. requests that the NZ Transport Agency report back to the next (November 2017) Committee meeting on their response to the *State Highway 43 Investigation* report
5. consider what action the Committee would like to take in furthering the *State Highway 43 Investigation* report's recommendations.

McDonald/Volzke

## **10. Passenger transport operational update for the quarter ending 30 June 2017**

- 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 2017.

### **Recommended**

THAT the Taranaki Regional Council

1. receives and notes the operational report of the public transport services for the quarter ending 30 June 2017
2. receives and notes the responses, provided by email on 4 July 2017, to Members queries regarding public transport services raised at the previous meeting.

Williamson/McDonald

## **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 following correspondence:
  - a. dated 19 June 2017, sent on behalf of the SH3 Working Party to the NZ Transport Agency, on the short-list of options being considered for the SH3 Awakino Gorge to Mt Messenger Corridor Improvements project
  - b. dated 21 June 2017, to the NZ Transport Agency, regarding concerns about state highway maintenance throughout the region
  - c. dated 28 June 2017, to the NZ Transport Agency, providing feedback on the draft 2018-21 State Highway Investment Proposal

- d. dated 28 June 2017, to the Chair of the Taranaki Regional Economic Development Strategy, providing feedback on potential transport projects for inclusion
- e. dated 3 July 2017, to the NZ Transport Agency, providing feedback on the draft Long Term Strategic View
- f. dated 13 July 2017, from the NZ Transport Agency, providing information on the Visiting Drivers Project
- g. dated 14 July 2017, from the NZ Transport Agency, providing a response to feedback on the draft 2018 Investment Assessment Framework
- h. *tabled*, Mobile Black Spot Fund announcement made on 30 August 2017 on the extension of mobile coverage for state highways and tourist areas.

Duynhoven/McDonald

There being no further business the Committee Chairperson, Councillor C S Williamson, declared the Regional Transport Committee meeting closed at 2.10pm.

**Confirmed**

**Chairperson** \_\_\_\_\_

**C S Williamson**

**Date**

**29 November 2017**

## Agenda Memorandum

**Date** 29 November 2017



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

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

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

**Document:** 1961476

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### **Purpose**

The purpose of this memorandum is to receive, for information, the minutes of the Taranaki Regional Transport Advisory Group (RTAG) meetings held on 18 October 2017 and 8 November 2017.

### **Recommendations**

That the Taranaki Regional Council:

1. receives for information purposes the minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 18 October 2017
2. receives for information purposes the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 8 November 2017.

### **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 1951012: Minutes of Taranaki RTAG meeting 18 October 2017

Document 1960963: Minutes of Taranaki RTAG meeting 8 November 2017



Item	Agenda subject	Action
	<p>status of these works in the Taranaki region.</p> <ul style="list-style-type: none"> <li>• DOC has been added to TIO as a new RCA for the region for the 2018 NLTP period. Their small bid for funding covers three short DOC roads through Everett Park Scenic Reserve and Lucy's Gully Access Road. Small funding request amounts have been placed in TIO, under SPR (as there was nowhere more appropriate) but with a 51% FAR from N Funds (DOC meets the 49%). DOC may well approach the DC's for assistance with programming actual works. The DC's remain responsible for the three SPR's up the mountain at present.</li> <li>• Continuous programmes and 'business as usual' (BAU) activities will continue for the full six years. Studies will also be treated as BAU.</li> <li>• Members need to provide FR with start dates and durations of activities and clarify the total costs. Any other information missing from the tables (showing as question marks or empty boxes) also needs to be provided to FR, up to and inclusive of the 2024/25 year. This also includes completing the contribution to regional policies section of the tables with the updated reference codes.</li> <li>• PM will confirm the FAR for Road Safety activities.</li> <li>• Concerns were raised about the SHIP – specifically a mismatch between expected and scheduled timeframes. DP &amp; FR will follow up.</li> <li>• In TIO, Waitara to Bell Block implementation is delayed until 2023/24 despite it being prioritised #1 in the current RLTP, and scheduled for completion by June 2019.</li> <li>• There is too much uncertainty over what is showing in TIO currently, particularly for state highways, to take an initial look at prioritisation. The group will prioritise the activities at the RTAG meeting scheduled for 8 November 2017, once the queries/gaps in Transport Programmes have been clarified by the RCAs.</li> <li>• The Keep New Plymouth Moving and Growing activities by NPDC and NZTA will be grouped together within the Plan but will remain separate items (not 'packaged' in TIO).</li> <li>• The tables need to be presented to the RTC as part of approving the draft revised Plan at their next meeting on 28 November 2017.</li> <li>• The group are still in agreement that a targeted consultation is the best approach to the RLTP review.</li> <li>• FR noted that some projects within TIO are showing an 'Effectiveness' rating, which is not required under the draft IAF 2018 – which has dropped this assessment in a move from a 3-part to a 2-part assessment profile in recognition of duplication with BCA processes. It was agreed that there is no need to include this as part of either a national or regional profile moving forward.</li> <li>• FR will restrict the ability to edit Transport Programme details in TIO this Friday (20 October) so if subsequent changes need to be made they will need to go through her to lift the restriction.</li> </ul> <p>FR tabled a draft listing of activities to be included for future consideration to initiate group discussion. Key points from this discussion are as follows:</p> <ul style="list-style-type: none"> <li>• The RTC noted that any activities included in the Make Way for Taranaki</li> </ul>	<p>Group</p> <p>PM</p> <p>FR/DP</p> <p>FR</p> <p>FR</p> <p>FR</p>

Item	Agenda subject	Action
	<p>(MWFT) strategy should be included in this table (the regional 'wish list').</p> <ul style="list-style-type: none"> <li>• The group identified that speed management needs to be added, given national work on Safer Speeds. FR will modify the document accordingly.</li> <li>• The group agreed to combine access improvements to Port Taranaki with the Blue Water Highway extension project.</li> <li>• Rather than specifying Bexley Curve realignment as a project the consensus was to change this to encompass all problem corners on SH3 North and therefore include this as part of the SH3 North corridor improvements.</li> <li>• The airport extension will put pressure on existing intersections but does not need to be included as a specific project – instead note within Plan text.</li> <li>• Rail line retention and use is an RTC advocacy role.</li> <li>• Initial discussions suggested splitting the named bridges and putting them into separate projects (e.g. moving Tangahoe, Mokoia and Manawapou bridges into the SH3 Hawera to Whanganui project). However, it was agreed that keeping the bridges grouped together as a distinct project is likely to have more impact. The DC's will send a list of specific bridges to FR to add to the list.</li> <li>• Need to check on the 2-star KiwiRAP sections of SH3A (stated intent in current RLTP is to raise these to 3-star). It is unlikely that a separate SH3A project will be required as it will be covered under the SH3 Hawera to NP project.</li> <li>• The NP Public Transport Hub project to be included in listing as will need to be considered as part of NPDC's future District Plan goals.</li> <li>• STDC and SDC have made funding applications through EECA to enable public charging stations to be installed for electric vehicles. A decision on the applications will be made in December 2017.</li> <li>• The term 'Key Routes' still needs to be defined following the ILM. DC's were asked to email FR a list of their key routes and their lifeline routes if they haven't already done so.</li> </ul>	<p>FR</p> <p>CW/SB /VL</p> <p>FR</p> <p>CW/SB /VL</p>
4.	<p><b>Updates from NZTA</b></p> <ul style="list-style-type: none"> <li>• There is still some uncertainty around what the new roles at NZTA will look like. RTAG attendees will remain the same with Richard Ashman to be included in all meeting invites and correspondence.</li> <li>• The draft CMP's have not been reviewed yet.</li> <li>• The group have not received the latest NLTP communications from NZTA. WW will follow up on this and circulate to the Group.</li> <li>• DC's are required to submit their Transport programmes in TIO, however, there is no requirement for a draft RLTP to be submitted.</li> <li>• No updates on the SH 2017/18 Minor Improvement programme.</li> </ul>	<p>WW</p>
5.	<p><b>Round table updates</b></p>	
	<p><b>TRC – public transport operations (CC)</b></p> <ul style="list-style-type: none"> <li>• CC recently spent two weeks in Dunedin working with German based company INIT on the regional ticketing project. Some significant challenges were</li> </ul>	

Item	Agenda subject	Action
	<p>identified in order to deliver on time.</p> <ul style="list-style-type: none"> <li>• 2019/20 will see a major PT network review.</li> <li>• Discussions are underway in the hopes of acquiring bus planning software from American based company Remix.</li> <li>• Potential to extend the Connector bus service to cover weekends.</li> <li>• Technology remains a big focus for PT.</li> </ul>	
	<p><b>STDC (VL)</b></p> <ul style="list-style-type: none"> <li>• The Rotokare Rd/SH3 intersection upgrade is well underway.</li> <li>• Kerb and channel in Eltham is to be upgraded.</li> <li>• Still focusing on getting the Hawera to Normanby pathway over the line.</li> </ul>	
	<p><b>SDC (SB)</b></p> <ul style="list-style-type: none"> <li>• A consultant has been engaged to complete a scoping programme focusing on upgrading Whangamomona Rd.</li> <li>• Another resource consent application has been received from a proposed chicken farm on Cardiff Rd. The proposed Radnor Rd chicken farm is still progressing through the application process.</li> <li>• Negotiations underway with DOC and land owners regarding potential walking tracks at Whangamomona.</li> <li>• Plateau carpark – SB needs to discuss this further with PM.</li> <li>• Improvements to Broadway are still progressing. Changes need to be completed by 2020 in time to have Broadway resealed.</li> </ul>	
	<p><b>NZTA – state highways (DP)</b></p> <ul style="list-style-type: none"> <li>• A community consultation meeting on the Moturoa/SH44 intersection was held on 6 October 2017.</li> <li>• Surfacing design for SH3 Smart Rd to Vickers Rd is being finalised.</li> <li>• SH3/Kent Rd culvert – the decision to repair or replace has not yet been made.</li> </ul>	
	<p><b>NZTA – planning and investment (PM &amp; WW)</b></p> <ul style="list-style-type: none"> <li>• PM currently reviewing AMPs alongside Transport Programmes.</li> <li>• WW reviewing PT and road safety works.</li> </ul>	
	<p><b>NPDC (CW)</b></p> <ul style="list-style-type: none"> <li>• Some culvert replacements still underway to complete June 2015 storm damage works.</li> <li>• Safety audit underway on all Inglewood pedestrian crossings following recent Rata/Miro St fatality.</li> <li>• LED street-lighting installation continuing as quickly as possible.</li> <li>• Final design underway for walking and cycling project on Coronation Ave.</li> </ul>	
	<p><b>TRC – regional policy (FR)</b></p> <ul style="list-style-type: none"> <li>• Focus strongly on RLTP review, along with completing the RLTP Annual Monitoring Report for 2016/17.</li> </ul>	



Item	Agenda subject	Action
6.	<p><b>RTC meetings</b></p> <p>Discussion held on likely/potential agenda items for the 29 November RTC meeting and those early in 2018.</p>	
7.	<p><b>General business</b></p> <p>No matters of general business were raised.</p>	
8.	<p><b>Next meeting</b></p> <p>Scheduled for Wednesday 8 November 2017</p> <p>Meeting closed at 1:10pm.</p>	

#### Acronyms commonly used in RTAG meetings

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

## Taranaki Regional Transport Advisory Group Meeting

### MINUTES

<b>Date</b>	<b>Wednesday 8 November 2017 at 10.30am.</b>	
<b>Venue</b>	<b>Taranaki Regional Council, 47 Cloten Road, Stratford</b>	
<b>Present</b>	Carl Whittleston (CW)	NPDC
	Steve Bowden (SB)	SDC
	Vincent Lim (VL)	STDC - until 12.20pm
	Wayne Wallace (WW)	NZTA
	Richard Ashman (RA)	NZTA
	David Perry (DP)	NZTA
	Chris Clarke (CC)	TRC
	Gray Severinsen (GS)	TRC
	Fiona Ritson (FR)	TRC
	Rachel Smith (RS)	TRC
<b>Apologies</b>	Paul Murphy (PM)	NZTA

Item	Agenda subject	Action
1.	<p><b>Welcome and apologies</b></p> <p>Apologies were received as noted above.</p>	
2.	<p><b>Minutes of last meeting held on 18 October 2017</b></p> <p>The previous minutes of the RTAG meeting held on Wednesday 16 August 2017 were accepted as true and correct, with the following correction:</p> <ul style="list-style-type: none"> <li>DP is unsure of the funding source for the Vickers to Smart Road surfacing project so will confirm this and report back to FR.</li> </ul> <p>Further comments:</p> <ul style="list-style-type: none"> <li>Funding and final design for the Vickers to Smart Road sealing project is still to be confirmed – DP/RA.</li> <li>NLTP communications have been circulated to the group by WW.</li> <li>There is a Risk Workshop being held tomorrow at late notice, by Safe Roads as part of the DBC for the SH3/3A New Plymouth to Hawera project. Awareness /attendance likely to be variable with some RTAG organisations not having been contacted/invited.</li> </ul>	
3.	<p><b>RLTP Annual Monitoring Report for 2016/17</b></p> <p>The draft has been circulated to members, any feedback needs to be provided to FR by COB tomorrow (9 November 2017). The final document will then proceed to RTC for approval.</p>	Group

Item	Agenda subject	Action
4.	<p><b>RLTP variation request from NZTA</b></p> <p>A verbal request has been received from NZTA to add a new project to the current RLTP. The new project is \$280k for a Detailed BC for the SH43 Sealing Improvements project, to be commenced this financial year. Further details need to be circulated to the RTAG by email before the Group can recommend it to the RTC.</p>	
5.	<p><b>RLTP mid-term review</b></p> <p><b>Investment Logic schematic</b></p> <ul style="list-style-type: none"> <li>• FR tabled an Investment Logic Schematic which presented the contents of the Problem and Benefit Maps created in the ILM process in a simpler way. The Group agreed that the Schematic be included in the RLTP, likely as an appendix. The consensus was that while the ILM maps themselves would be loaded up to TIO as part of submitting the RLTP, they would not add any value to the document and would likely cause confusion to the general public.</li> <li>• The KPI's and measures will evolve over time.</li> </ul> <p><b>Committed Activities</b></p> <ul style="list-style-type: none"> <li>• Vickers Road to City – will remain in the plan and a submission will be made to remove it if completed in time.</li> <li>• Nukumaruru Station Road – unlikely to be completed this financial year so will remain in the plan.</li> <li>• AG2MM Corridor Improvements – FR has not received any feedback/updates on the status of the works in Taranaki.</li> <li>• State Highway walking and cycling improvements on Devon St West to be added (part of NPDC's Let's Go project).</li> </ul> <p><b>Business as usual (non-prioritised) activities</b></p> <ul style="list-style-type: none"> <li>• Members need to provide missing information to FR and correct errors (shown as boxes highlighted orange) by COB Friday 10 November 2017. This includes the contribution to regional policies.</li> <li>• RA will follow up with Ross I'Anson in order to provide NZTA's information.</li> <li>• Road Safety FAR is expected to remain at 62% for the 2018-21 NLTP.</li> </ul> <p><b>10-year expenditure forecasts</b></p> <ul style="list-style-type: none"> <li>• Emergency Works were previously not included in the forecasts, due to their very nature of being unplanned. With the move to a six-year Plan, the actual costs of Emergency Works will now be included in the first three years. Footnote wording to be updated to reflect the above change.</li> <li>• 'Local road' figures include SPRs – FR will add a footnote to advise of this.</li> <li>• Highlighted orange sections need to be clarified by the relevant organisations by COB Friday 10 November 2017.</li> </ul> <p><b>Regionally significant activities for prioritisation</b></p> <ul style="list-style-type: none"> <li>• Highlighted orange sections again need to be completed by COB Friday 10 November 2017. Information to be provided to FR.</li> <li>• FR has requested updates on AG2MM, Waitara to Bell Block and the SH3/3A New Plymouth to Hawera projects, but has not received a response.</li> </ul>	<p>Group</p> <p>RA</p> <p>Group</p> <p>Group</p>

Item	Agenda subject	Action
	<ul style="list-style-type: none"> <li>• Implementation of Waitara to Bell Block route improvements has been delayed until 2023/24 despite being prioritised as #1 in the current RLTP; this is likely due to cash flow issues. There will be strong advocacy to progress these important safety works earlier.</li> <li>• The group went through the listed activities individually allocating each one a regional fit (High/Medium/Low), a regional priority ranking (1-7) and indicating if the activity is deemed inter-regionally significant (Y/N).</li> <li>• It was agreed that the SH3 Waitara to Bell Block projects and NPDC's Airport Drive Improvements project were intrinsically linked, so these would be ranked equally to reflect this.</li> </ul> <p><b>Future projects (not in NLTP 2018/21)</b></p> <ul style="list-style-type: none"> <li>• The group made the decision to remove the regional fit section of the table as it is not a requirement.</li> <li>• The sections labelled regionally significant and inter-regionally significant still need to be completed for each project.</li> <li>• Further orange sections to be completed by NZTA by COB Friday 10 November 2017.</li> </ul> <p><b>Activities included for future consideration (wish list)</b></p> <ul style="list-style-type: none"> <li>• Discussion held around some minor wording changes to the document.</li> <li>• VL will send FR a list of specific bridges to include in the SH45 improvements project that do not meet the standard width of 6.8m.</li> <li>• The SH3 Burgess Hill Bridge needs to be added to the list of specific bridges identified for widening/replacement/realignment.</li> <li>• SH3 Coronation Avenue/Cumberland Street intersection to be moved up the table, it also needs to be mentioned in the SH3/3A Hawera to New Plymouth project.</li> <li>• Bertrand Road and bridge to be added to NPDC's emerging tourism routes.</li> <li>• The group decided to remove the orange sections of the table which were projects aimed at strategic/lifeline route improvements for each district. This work is expected to be covered as part of the Taranaki Lifelines Vulnerability Study, which will be led by the Taranaki Civil Defence Emergency Management (CDEM) Group with funding from central government. Part of the Study will be to map vulnerabilities and ensure they are loaded onto GIS. FR will liaise with CDEM in the first instance.</li> </ul> <p><b>Key Routes (map)</b></p> <ul style="list-style-type: none"> <li>• Some minor spelling corrections to be made.</li> <li>• Additions/removals/changes made by the DC's during the meeting. These will be amended and the map recirculated by email for further review.</li> </ul>	<p>Group</p> <p>VL</p> <p>FR</p> <p>FR</p>
6.	<p><b>Round table</b></p> <p>Nil to report from most members.</p> <p><b>NZTA - State Highways (DP)</b></p> <ul style="list-style-type: none"> <li>• Reseal on SH45 is underway.</li> <li>• SH43 Strathmore Saddle works and SH43 sites in Ruapehu District to be</li> </ul>	

Item	Agenda subject	Action
	<p>completed by March 2018.</p> <p><b>Stratford District Council (SB)</b></p> <ul style="list-style-type: none"> <li>• Awaiting a report from Red Jacket on the Whangamomona Road upgrade cost if the road goes back to SDC to maintain.</li> </ul> <p><b>TRC - Public Transport (CC)</b></p> <ul style="list-style-type: none"> <li>• Thank you to SDC for the upgrade to one of the bus stops located in Stratford.</li> </ul>	
7.	<p><b>RTC meetings</b></p> <p>Brief discussion of agenda items for the RTC meeting on 29 November 2017 as follows:</p> <ul style="list-style-type: none"> <li>• Minutes - RTAG and RTC</li> <li>• RLTP Annual Monitoring Report for 2016/17</li> <li>• Request for variation to the RLTP (once further information has been circulated to RTAG)</li> <li>• RLTP mid-term review</li> <li>• NZTA Regional Report</li> <li>• PT update</li> </ul>	
8.	<p><b>General business</b></p> <ul style="list-style-type: none"> <li>• 2018 RTAG meetings will begin at 10am. Meeting invites have been sent out.</li> <li>• RTC meetings currently still scheduled for 11am starts.</li> <li>• RA will advise when LACG meetings are to be scheduled.</li> </ul>	RA
9.	<p><b>Next meeting</b></p> <p>Scheduled for Wednesday 21 February 2018.</p> <p>Meeting closed 12.36pm.</p>	

**Acronyms commonly used in RTAG meetings**

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

## Agenda Memorandum

**Date** 29 November 2017



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

**Subject: Regional Land Transport Plan Annual  
Monitoring Report for 2016/17**

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

**Document:** 1961175

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### **Purpose**

The purpose of this memorandum is to present Members with the *Regional Land Transport Plan for Taranaki 2015/16–2020/21 – Annual Monitoring Report for 2016/17*.

### **Executive summary**

The Committee is required to monitor the implementation of the Regional Land Transport Plan (the RLTP or the Plan). In order to provide the Committee with an overview of progress on the planned activities and projects, and how these are implementing the strategic objectives of the Plan, a summary report has therefore been compiled from information provided by the approved organisations in the region.

The report covers the 2016/17 financial year, being the second year of the six-year Plan that came into effect on 1 July 2015.

### **Recommendation**

That the Taranaki Regional Council:

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

### **Background**

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

The 2013 amendments to the LTMA made a number of significant changes to regional transport planning and funding. Under these changes, regional land transport strategies and regional land transport programmes were replaced by a new single regional planning document – the regional land transport plan, which combines elements of both former documents.

The first such plan for the region, the *Regional Land Transport Plan for Taranaki 2015/16–2020/21*, was developed during 2014/15 and approved by Council on the 7 April 2015. It came into effect on 1 July 2015, and can be viewed at [www.trc.govt.nz/assets/Documents/Plans-policies/Transport/FinalRLTP15.pdf](http://www.trc.govt.nz/assets/Documents/Plans-policies/Transport/FinalRLTP15.pdf).

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

The Plan enables Taranaki's approved organisations (the four councils) and the Transport Agency to bid for funding for land transport activities in the Taranaki region from the Government's National Land Transport Fund (NLTF).

Based on the Plan, the Transport Agency then decides which activities it will include in the three-yearly National Land Transport Programme. Once included in the National Programme, an activity can then be funded from the NLTF and subsequently delivered.

Under the LTMA a regional land transport plan is required to include a description of how monitoring will be undertaken to assess implementation of the regional land transport plan and the performance of the activities within in.

Section 7.1 of the Plan therefore states that –

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

- *A high level narrative report on the implementation of the objectives in the Plan* Section 3
- *Progress against the programme of activities included in the programme component of the Plan, against certain key criteria where possible.* Section 4
- *A comparison of the funding requested for the preceding year against the actual funding approved and the actual expenditure for that year.* Section 5 & Appendix B
- *Details of any plan variations approved during the year.* Section 2.2
- *An outline of the progress against significant activities identified in Section 5.3.* Appendix A

References made to the right of each item note the location of this monitoring aspect within the report.

## Discussion

This Annual Monitoring Report is the second for the *Regional Land Transport Plan for Taranaki 2015/16–2020/21*, and covers the period from 1 July 2016 to 30 June 2017.

- Overall, each of the Approved Organisations in Taranaki made fairly good progress towards achieving their planned activities during the second year of the Plan. This was in spite of ongoing impacts from the major storm and flood event in late June 2015, and one of the wettest winters on record for the region.
- The other particularly important occurrence during the year, but one that was far more welcome than the inclement weather, was the progress on the SH3 Awakino



Gorge to Mt Messenger Programme. The announcements of the options selected for the bypasses of two of the key pinch points on this critical transport corridor connecting Taranaki to the north – Mt Messenger and the Awakino Tunnel – have been widely welcomed. This recognition by the Government of the need for improvement works on this route is a reflection of the long years of advocacy by the regional community, and it would not be overstating the case to state that these represent significant milestones for the future of the region.

- Of disappointment to the region during the year was the lack of progress in implementation of the Waitara to Bell Block project, which is reflected in the low spend from the Regional Improvements Activity Class. Of note and concern, the implementation phases of this work is now programmed to not start until 2023/24.
- Four formal variations to the Plan were received and approved during the year.

### **Decision-making considerations**

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

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

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

### **Policy considerations**

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

### **Legal considerations**

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

### **Appendices/Attachments – separate report**

Document 1959290: Regional Land Transport Plan 2015-21 – Annual Monitoring Report for 2016/17



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

Annual Monitoring Report  
for 2016/17 (Year Two)

10 November 2017

Word document: 1901810-v3

PDF document: 1959290-v2

## Table of contents

1	Introduction .....	3
1.1	Statutory framework.....	3
1.2	Monitoring Requirements .....	4
1.3	Sources of information .....	4
2	Changes to the Plan .....	5
2.1	Minor amendments.....	5
2.2	Formal variations .....	5
3	Progress towards strategic objectives .....	6
4	Progress on delivering planned activities .....	9
4.1	New Plymouth District Council.....	9
4.2	Stratford District Council .....	10
4.3	South Taranaki District Council .....	12
4.4	NZ Transport Agency (Highways and Network Operations) .....	13
4.5	Taranaki Regional Council – Regional Transport Planning.....	14
4.6	Taranaki Regional Council – Public Transport .....	15
	Impact of June 2015 storm and flood event.....	18
5	Expenditure .....	18
6	Summary .....	19
	Appendix A — Outline of progress on regionally significant activities.....	20
	Appendix B — Total RLTP Expenditure in Taranaki by Activity Class for 2016/17 .....	21

## List of tables

Table 1:	Summary of Taranaki’s land transport issues, objectives and policies (per the RLTP 2015-21).....	8
Table 2:	Southlink passenger and financial performance 2016/17 .....	16
Table 3:	Public transport services commerciality ratio league table for 2016/17 and 2015/16 .....	17
Table 4:	Regional bus service performance measured by patronage.....	17

## Key acronyms used

AC	Activity Class
AO	Approved Organisation
ARRP	Accelerated Regional Rooding Package
BC	Business Case
HPMV	High Productivity Motor Vehicle
LTMA	Land Transport Management Act 2003
NLTF	National Land Transport Fund
NPDC	New Plymouth District Council
NZTA	New Zealand Transport Agency
RLTP	Regional Land Transport Plan
RTC	Regional Transport Committee
SDC	Stratford District Council
STDC	South Taranaki District Council
TIO	Transport Investment Online
2015/16	1 July 2015 to 30 June 2016
2016/17	1 July 2016 to 30 June 2017

# 1 Introduction

## 1.1 Statutory framework

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

The 2013 amendments to the LTMA made a number of significant changes to regional transport planning and funding. Under these changes, regional land transport strategies and regional land transport programmes were replaced by a new single regional planning document – the regional land transport plan, which combines elements of both former documents.

The first such plan for the region, the *Regional Land Transport Plan for Taranaki 2015/16–2020/21* (the Plan or RLTP), was developed during 2014/15 and approved by Council on the 7 April 2015. It came into effect on 1 July 2015, and can be viewed at [www.trc.govt.nz/assets/Documents/Plans-policies/Transport/FinalRLTP15.pdf](http://www.trc.govt.nz/assets/Documents/Plans-policies/Transport/FinalRLTP15.pdf).

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

The Plan enables Taranaki's approved organisations (the four councils) and the NZ Transport Agency to bid for funding for land transport activities in the Taranaki region from the Government's National Land Transport Fund (NLTF).

Based on the Plan, the NZ Transport Agency then decides which activities it will include in the three-yearly National Land Transport Programme. Once included in the National Programme, an activity can then be funded from the NLTF and subsequently delivered.

### Period covered

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

The focus of the Plan is on detailed funding for the first three years. However, funding forecasts are also provided for an additional seven years (ten financial years in total from 1 July 2015 to 30 June 2024). The Plan is reviewed and new programmes of activities prepared on a three-yearly cycle, though the Plan itself has a life of six years.

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

### Purpose

The purpose of the Plan is to:

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

## 1.2 Monitoring Requirements

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

Section 7.1 of the Plan therefore stated that —

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

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

The following report provides an update on the *Regional Land Transport Plan for Taranaki* for the **2016/17** financial year, being the second year of the Plan.

## 1.3 Sources of information

The information contained in this Report was sourced primarily from staff of the NZ Transport Agency and the four Councils, along with reference to the following:

- *Regional Land Transport Plan for Taranaki 2015/16–2020/21*
- *National Land Transport Programme for Taranaki 2015/16–2017/18*
- Transport Investment Online (TIO)

The NZ Transport Agency’s Transport Investment Online (TIO) web-based system is used by the Agency to receive and process funding applications from Approved Organisations, then measure the delivery and progress towards the completion of activities and projects listed in the RLTP by each of the three district councils and the Taranaki Regional Council. Greater detail can be found in each council’s own annual reporting against their Long Term Plans (or their equivalent in the case of the Transport Agency).

## 2 Changes to the Plan

### 2.1 Minor amendments

As with most forward planning, priorities, needs and expectations can change over the lifespan of a planning document, and the RLTP is no exception.

It is important to emphasise that while the ‘front end’ of the Plan (Sections 1 to 4 including the Strategic Direction component which specifies the objectives, policies and methods) remains as published in April 2015, the sections of the Plan involving the Programme of activities (Section 5) and related funding forecasts (Section 6) have continued to evolve post its release.

The development of the Plan is very much an iterative process and given the complex nature of the activities involved, the published Plan is considered to be a snapshot in time that will continue evolving post release. The NZ Transport Agency’s TIO system is expected to contain the most current version of the programme component of the Plan at any time.

Over the duration of the Plan, activities or projects can change, be abandoned or be added. Change requests can occur due to variations in the time, scope or cost of proposed activities (especially given that a funding application can be made a number of years before an activity is to be undertaken). Unforeseen situations (such as emergency works following storm events) can also potentially require alterations to the programme of works set out in Section 5 of the Plan.

Most changes can be expected to be minor but in some cases a relatively large change (such as adding a new project) may need to be made to the programme, requiring a formal variation to the Plan. Variations to the Plan must be requested through the Regional

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

### 2.2 Formal variations

Four requests were made to the Regional Transport Committee to vary the *Regional Land Transport Plan for Taranaki 2015-21* during the 2016/17 year:

Date	Org.	Project	Summary
Sept. 2016	STDC	Intersection improvement SH3 / Rotokare Rd	New project, for intersection improvements to facilitate a new regional landfill.
Sept. 2016	NZTA	SH3 Mt Messenger to Awakino Gorge corridor improvements	Addition/update of phases, costs and timing details.
Mar. 2017	NZTA	SH3 Hawera to New Plymouth	Addition/update of phases, costs and timing details.
June 2017	STDC	Upgrade of rail level crossing at Nukumarū Station Rd	New project, for rail level crossing improvements required to support the extension of Nukumarū Station Rd.

These requests were processed by the Regional Transport Committee, and subsequently approved by the TRC, during the year. None of these variation requests were considered to be significant according to the Council’s Significance Policy within the RLTP, therefore public consultation was not required for any of these projects to be added to the Plan.

Further details on these variations are provided at [www.trc.govt.nz/buses-transport/transport-planning/variatiions-to-plan/](http://www.trc.govt.nz/buses-transport/transport-planning/variatiions-to-plan/).

### 3 Progress towards strategic objectives

Section 4 of the Plan provides the strategic guidance for land transport in Taranaki, from a vision statement, through to outlining the issues and challenges Taranaki faces, along with the objectives, policies and measures (methods) identified to address those issues. The Plan notes the general strategic direction for Taranaki’s land transport system as – *Improved roading, with an increased provision for alternative modes.*

This section of the Monitoring Report provides a high level narrative on the implementation of the **objectives** of the Plan. Reference should be made to Table 1 (over page) which provides a summary of Taranaki’s land transport issues, objectives and policies, as specified in the Plan.

The 2016/17 financial year, being the second year of the six-year Plan, saw a solid continuation of progress towards implementing the Plan’s 7 strategic objectives, with activities of particular note outlined below.

Plan Objective	Implementation notes
1) An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness.	Cross-organisational collaborative work continued throughout the year – through informal means as well as formalised groups such as the Regional Transport Advisory Group, Public Transport Officers Group and SH3 Working Party.  2016/17 saw continued improvements to active transport mode facilities and integration, primarily through NPDC’s Let’s Go project and STDC’s Pathways for People activities.

	As part of applying the NZ Transport Agency’s required Business Case Approach, a number of stakeholder Investment Logic Mapping (ILM) workshops were held throughout the region for specific transport projects and Asset/Activity Management Plans.
2) An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.	All maintenance and improvements works throughout 2016/17 sought in some way to achieve this.  Of particular note towards this objective are the range of improvements underway on SH3 — 2016/17 saw completion of the Normanby Overbridge Realignment project, and strong progress on the Awakino Gorge to Mt Messenger Programme suite of works. These works are crucial to removing constraints to growth in freight, tourism and people movements along this vital inter-regional corridor.
3) A safe transport network increasingly free of death and serious injury.	This objective was a focus of many of the activities within the Plan, including the Waitara to Bell Block Route Improvements project, many Minor Improvements activities by RCAs, and the community education centred work of the Taranaki Road Safety Action Planning Group, and the Let’s Go education activities.

<p>4) A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.</p>	<p>Public transport operations, including the Total Mobility Scheme for people with impairments, are a key part of achieving this objective, and continued throughout the year as detailed in Section 4.6.</p> <p>The Hawera to New Plymouth 'Connector' bus service continued throughout the year. This service effectively connects south and central Taranaki with the urban centre of New Plymouth, providing critical access to health services and tertiary study opportunities in particular.</p> <p>The Let's Go activities in North Taranaki, along with the Pathways for People project in South Taranaki, saw continued improvement in walking and cycling opportunities and awareness in those communities.</p>	<p>and environmentally sustainable land transport system.</p>	<p>achieving this objective, and continued throughout the year as detailed in Section 4.6.</p> <p>The LED Streetlight conversion projects, which continued during the year in all three districts, will also make great gains in this area.</p>
<p>5) A land transport system that is robust, responsive to changing needs and resilient to external influences.</p>	<p>Key works during the year to improve and respond to network resilience issues included further works following the storm event of June 2015. Work continued to progress resilient access to Waiinu Beach, Waitotara Silver Fern Farms Abattoir, and the Richard Alexander Quarry, through extending Nukumarū Station Road in Waitotara.</p>	<p>7) An adaptable and flexible approach to managing and developing the land transport system that optimises funding options to best meet the needs of the region in an affordable way.</p>	<p>Optimising funding is a key aspect of the LED Streetlight conversion projects. The SH3 north projects and the vast majority of maintenance and minor improvement works across the region are aimed at maximising efficiency and optimising existing capacity across the transport system.</p> <p>During 2016/17, there was ongoing development, including regional workshops, to embed the One Network Roading Classification (ONRC) system, and the Business Case Approach (BCA).</p>
<p>6) An energy efficient</p>	<p>Public transport operations are key to</p>		



**Table 1: Summary of Taranaki's land transport issues, objectives and policies (per the RLTP 2015-21)**

#	Issues	Objectives	Ref	Policies
1	Ensuring a regionally and nationally integrated transport network	An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness.	I1	Take a one network approach to managing the transport system.
			I2	Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner.
2	Facilitating growth and economic development	An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.	G1	Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.
			G2	Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.
			G3	Ensure those roads in the region serving tourism and the productive sector are fit for purpose.
3	Reducing the safety risk on Taranaki's transport network	A safe transport network increasingly free of death and serious injury.	S1	Promote infrastructure improvements on strategic corridors.
			S2	Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users.
			S3	Support the aims of Roadsafe Taranaki.
			S4	Support the aims of Safer Journeys.
4	Maintaining and improving accessibility and travel options throughout the region	A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.	A1	Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services.
			A2	Optimise existing capacity in the transport network through travel demand management measures.
			A3	Ensure a range of travel options are available to the region's residents.
5	Ensuring network resilience and responsiveness in the context of internal and external pressures	A land transport system that is robust, responsive to changing needs and resilient to external influences.	R1	Improve the resilience of transport infrastructure.
			R2	Protect routes with lifeline functions.
6	Reducing negative environmental and community impacts arising from transport	An energy efficient and environmentally sustainable land transport system.	E1	Ensure transport efficiencies, promote alternative modes and manage transport demand.
7	Addressing these issues in an environment of constrained funding and affordability yet rising costs.	An adaptable and flexible approach to managing and developing the land transport system that optimises funding options to best meet the needs of the region in an affordable way.	F1	Maximise efficiency and optimisation of existing capacity across the transport system.
			F2	Adopt a level of service (road classification) management approach.

## 4 Progress on delivering planned activities

This section of the Monitoring Report outlines progress made by each of Taranaki's Approved Organisations (AO) in delivering their programmed activities and projects listed in the RLTP. The information has been supplied by each AO in the region, with the intention being to provide an overview of the works programme undertaken. The AOs in Taranaki are the: New Plymouth District Council, Stratford District Council, South Taranaki District Council, Taranaki Regional Council and New Zealand Transport Agency (Highways and Network Operations).

Summaries of progress on activities that were considered regionally significant are provided in tabular form in Appendix B, for ease of comparison to the way these were structured in (Section 5.3 of) the Plan.

Other activities, largely those considered as 'business as usual' such as maintenance and minor improvements, are outlined by organisation below.

### 4.1 New Plymouth District Council

#### Maintenance, Operations and Renewals

NPDC had a busy year and achieved 92% expenditure in its maintenance operations and renewals programme for the year. We resurfaced 42 km of roads for \$2.3 million as part of those works. The wet summer resulted in less resealing being achieved than programmed, which is being caught up on in the 2017/18 resealing programme. The programmed rehabilitations were completed on Devon Street East and the Brooklands/Carrington Roundabout and the Frankley/Dawson Roundabout. The rural rehabilitation projects

completed were on Otaraua Road (near Tikorangi Road) and Everett Road.



There are still two sites remaining for repair from the significant flood event of 19-20 June 2015. They are one on Snapper Flat in Urenui and another box culvert replacement on Otaraua Road at Tikorangi Road.

Procurement was completed for the replacement of two steel Armco culverts in the 2017/18 financial year on Mangatoro Road and Okau Road.

#### Minor Improvements

The funds in the category were well spent on a variety of projects throughout the district. In conjunction with the rehabilitation projects a significant corner was eased on Everett Road and some safety

improvement on the roundabouts when the pavement was replaced. Minor seal widening was completed at various sites throughout the district.

There were some signage and marking works completed in Lepperton and outside Vogeltown School. Consultation and design was completed for a shared pathway and traffic management improvements outside Woodleigh School. There were two platforms installed on Cook Street to slow vehicles and improve pedestrian facilities near a kindergarten and shops.



### Projects

The LED Streetlight conversion programme continued with 2300 lights being installed and procurement planned for the remainder of the lights for local roads.

Let's Go, the NPDC's Model walking and cycling community's ongoing initiative, completed Cyclist Skills and Scooter Skills delivery to 3,232 Primary School students, with over 22,175 students having now received cyclist and scooter skills training to date. Let's Go is working intensively with 23 schools on travel planning. Design and consultation was completed for the Coronation Ave Walking and Cycling project.

## 4.2 Stratford District Council

### Maintenance, Operations and Renewals

The 2016/17 saw Stratford District Council spending 31% of its total approved allocation for this three year period. Having completed the storm repairs by 1 July 2016, we could focus on the work programme for 2016/17. One of the areas where a good deal of attention was necessary was drainage maintenance. Many of the roadside drains and culverts required cleaning and unblocking. Of the \$2 million spent on maintenance throughout the year, \$400,000 was attributed to this activity.

During the first week back in the New Year we began a trial to use a product called Polycom on Soldiers Road. This road was being heavily trafficked by logging trucks and required continuous maintenance. The trial product stabilises the gravel and clay content of the unsealed road to form a hard surface. To date, this has proven to be quite successful, with minimal maintenance required through the winter months.

All other routine maintenance of the roading network has been completed for the year.

Annual reseal and pavement rehabilitation programmes were not completed as planned, due the rather inclement weather that we experienced through summer and early autumn. This has resulted in

some of the reseal sites and pavement rehabilitation projects being deferred to the 2017/18 financial year.

Beaconsfield Road pavement rehabilitation project (photo below) between RP4.1 and RP5.1 (Stanley Road intersection) was completed this year. Beaconsfield Road is used quite extensively by logging trucks travelling from the east to New Plymouth to avoid driving through Stratford. This is one road in particular that we will be paying a lot of attention too over the coming years, due to the increase in heavy commercial vehicles using this road.



### Projects

By the end of June 2017 Stratford District Council had installed 467 out of 755 LED streetlights within Stratford. The remaining 288 LED's will be installed during the 2017/18 financial year. We will complete the conversion of the local road streetlights to LED's by 30 June 2018.

Replacement of the kerb, channel and footpath on Ajax Street (over page) was completed during the year, along with other footpath renewal work on several streets in Stratford, including Brecon Road, Cordelia Street and Pembroke Road.

Other projects of note were the replacement of four railway iron and timber retaining walls with willow brush walls. Two walls are located on Mangaopa Road and the other two are on Junction Road. These walls are a really cost-effective solution as well as being environmentally friendly.

### Minor Improvements

Re-alignment of the Opunake Road/Manaia Road intersection was completed during the year. Opunake Road has quite a high crash rate and this improvement will go towards reducing the road toll on this particular road.



### 4.3 South Taranaki District Council

The South Taranaki District Council (STDC) completed its land transport programme for the 2016/17 financial year spending an average of 30% of its 3 years' maintenance, renewal and minor improvement works of its approved budgets. There were no major storm events for the year but the carryover from the June 2015 flood damage work was \$1,756,000.

#### Maintenance, Operations and Renewals

##### General Maintenance

The expenditure on general maintenance work involving sealed and unsealed pavement repair, drainage, traffic services, vegetation, cycleway and minor events were less than budget. Total expenditure was \$6,594,088 with an approved budget of \$6,864,710. Achievement was 96%.

#### Renewals

Roads upgraded were Inaha, Matangarara, Turuturu, Ararata, Lower Newall, Arawhata, Oeo, Rowan and Jackson Roads. A total length of 11.07km of road was upgraded at a total cost of \$1.70 million.

The annual reseal completed was a total length of 67.3km. The programme was to complete 90km. The under achievement was due to short supply of sealing chip. The total cost for the annual reseal was \$1,556,510.

No major bridge replacement was carried out in 2016/17.

Total expenditure on renewals work was \$4,360,759 which is much lower than the approved budget of \$5,883,608. Achievement is only 74.0%.

#### Minor Improvements

Minor improvements carried out for the year were as follows:

Intervention Type	Cost
Cycling improvement	\$150,000
Guardrail/clear zone improvements	\$29,500
Minor geometric improvements	\$293,300
Seal widening	\$580,000
Traffic calming	\$55,200
Total	\$1,108,000

Total expenditure on minor improvement work was \$1,108,000 which is within the approved budget of \$1,177,770. Achievement was 94.1%.

## Projects (Improvement of Local Roads)

### Street Lighting (LED conversion project)

Street lights have been programmed to be upgraded to LED. The STDC has purchased 600-23W LED street lights. The contractor NPE Ltd has programmed to start the replacement in August 2016. Total cost expended was \$587,759 for 2016/17. The total number of LED conversion completed to date is around 1,200 which represent 50% of the total streetlights. The rest of the streetlights conversions are being programmed for 2017/18.

### Community Road Safety Programme

The high priority programmes delivered for the year by Roadsafes Taranaki on behalf of the region are as follows:

- Young Driver – Driver licensing. High School Survey.
- Speeds (inclusive drive to the conditions) – Safe Speeds around Schools. Safe speed in rural Taranaki. Targeted presentation at selected conferences.
- Roads and roadsides (including intersections) – Loss of Control, Intersection and roundabout campaigns. Seasonal campaigns (Sun, Ice, Fog). Responsive projects.

Total expenditure was \$205,243 which is within the budget of \$249,500. Unspent budget will be declared surplus.

## 4.4 NZ Transport Agency (Highways and Network Operations)

### Maintenance, Operations and Renewals

In the 2016/17 year the following **maintenance activities** were completed:

- 41.2km of chipseal road resurfacing was completed at a cost of \$960,800.
- 1.9km of road reconstruction was completed at a cost of \$324,206.
- A total of 3.6 lane km of road surface was treated to improve skid resistance at a cost of \$239,465.

### Minor Improvements

The following provides a summary of the **safety projects** throughout the Taranaki region for 2016/17:

- The NZ Transport Agency completed twenty one Minor Safety Projects for a total spend of \$1,232,000
- This expenditure includes:
  - SH3 Manutahi to Patea Audio Tactile Profile (ATP) installation
  - SH44 Moturoa Intersection Efficiency improvements
  - SH44 Moturoa Pedestrian Safety Improvements
  - SH3 Dudley Road Intersection Improvements
  - SH3 De Havilland Drive Intersection Improvements
  - Guardrail improvements on SH3, SH4 and SH45
  - Signage Improvements on SH4 and SH45
  - Variable speed sign installations
  - SH43 Stratford to Tahora delineation improvements
  - SH3 Mokau underslip
  - SH45 Oakura safety report
  - SH3 Cornwall Rd sight distance improvements
  - SH45 Tataraimaka seal widening
  - SH3 Midhurst shoulder widening
  - SH4 Taumarunui tree removal

## Projects

The following provides a summary of the status of **projects** throughout the Taranaki region for 2016/17:

- SH3 Normanby Overbridge Realignment was completed in February 2017, providing a new rail under pass and new road alignment, moving the road away from the high accident area north of Normanby.
- SH3 Mt Messenger and Awakino Gorge corridor. In January 2016, Prime Minister John Key announced funding of \$115 million to accelerate this project as part of the Accelerated Regional Roding Programme. The programme consists of three projects.
  - Mt Messenger bypass
  - SH3 corridor safety improvements
  - Awakino tunnel bypass

The investigation and design option phase is progressing with the safety initiatives to be implemented in 2017/18.

The preferred route for the Mt Messenger Bypass was announced on 31 August 2017. The bypass is 5.2km long with additional work at the southern end creating about 6km of improvements. It is located east of the existing highway. The route includes a tunnel, and a bridge over a significant wetland area.

- Emergency Works following June 2015 severe weather event. The geotechnical and structural design work is continuing. Physical construction work on the 15 sites is underway, with the last four sites to be completed during the 2017/18 summer construction period.

- Programme BC for SH3 Waitara to Bell Block safety improvements was completed in May 2016, and will progress to the next BC phase under the Safe Roads Alliance programme.

## 4.5 Taranaki Regional Council – Regional Transport Planning

The Taranaki Regional Council (TRC) continued to be active during the year on a wide range of land transport planning and associated advocacy, liaison and collaborative activities to advance the land transport needs of the region. Key activities undertaken during 2016/17 included:

- The TRC oversaw implementation of its *Regional Land Transport Plan 2015-2021* which was adopted in April 2015 following consultation with the Taranaki community. One of the successes for the year was the official opening of the Normanby Overbridge Realignment project in South Taranaki by the Minister of Transport, Simon Bridges, on 24 February 2017.
- Four minor variation requests to the Plan were received and processed by Council during the year (refer to Section 2).
- The TRC, with much success, continued its strong advocacy on many fronts with respect to its land transport activities — particularly with regard to securing central government investment in regionally important state highway improvements.
  - Work continued on progressing SH3 Awakino Gorge to Mt Messenger Programme (estimated to be \$245M). The Council, through the Regional Transport Committee and as a participant in the State Highway 3 Working Party, engaged with the NZ Transport Agency on the options being considered for three projects within this Programme.

- Awakino Tunnel Bypass – in April 2017 the Government confirmed that the community’s preferred options for the two-bridge bypass of the Awakino Tunnel would proceed.
- Specific advocacy work continues to secure improvements to the Forgotten World Highway (SH43).
- Formal submissions in 2016/17 were made on:
  - the Ministry of Transport’s draft Government Policy Statement on Land Transport 2018 (GPS 2018)
  - the NZ Transport Agency’s draft 2018 Investment Assessment Framework (IAF 2018)
  - the SH3 Awakino Gorge to Mt Messenger Programme.
- The TRC’s support of the inter-regional cross-sector State Highway 3 Working Party continues to see relationships between the member organisations strengthen, in particular the relationship with the Waikato Regional Council. The Mt Messenger and Awakino Tunnel bypass projects reflects the value of working collaboratively on land transport issues.
- The TRC was also involved in a number of other land transport planning matters ranging from an investigation into road safety improvements on the Waitara to Bell Block corridor to membership of the community based Taranaki Road Safety Action Planning Group.
- The Council’s *Regional Public Transport Plan (RPTP) for Taranaki 2014-2024* remained operative throughout the year. The RPTP describes the public transport services the Council proposes to provide in the region, and sets out a programme of action and associated policies. 2016/17 saw the continuation of all the region’s public transport services, as outlined below.

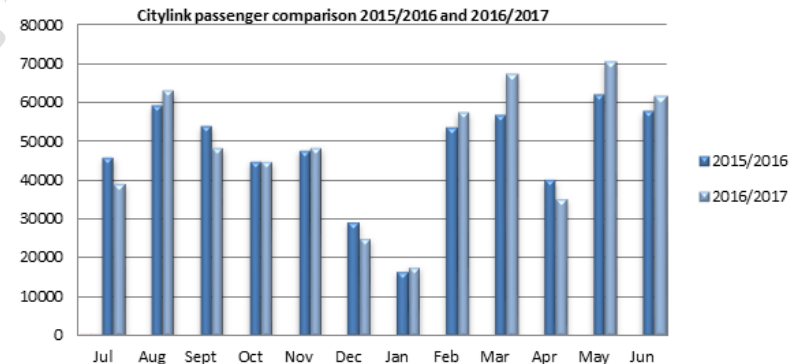
## 4.6 Taranaki Regional Council – Public Transport

### Citylink

The Citylink (New Plymouth, Waitara, Bell Block and Oakura) bus network recorded a patronage increase of 2% (equivalent to 10,840 passenger trips) in 2016/17. However, this was due to an extension of student services to Urenui, Tikorangi, Motunui and Lepperton. Most of the growth is attributable to the new catchment areas and a change to the structure of services in Waitara that resulted in students having to transfer between buses, rather than being bused directly to school.

Patronage results were: Adult patronage was down 7% (or 2,516 trips), Beneficiary down 6% (or 3,600 trips), Seniors/SG Card down 2% (or 1,357 trips), Tertiary down 11% (or 582 trips) and WITT down 15% (or 4,824).

Child/Student trips were up 3% (or 9,222 trips). Transfers were up 29% (or 15,144 trips). The new catchment areas were approved on a trial basis following the withdrawal of commercially provided services shortly before the commencement of the 2017 school year. This was to ensure students were not left without transport while assessment of longer term options could be made.

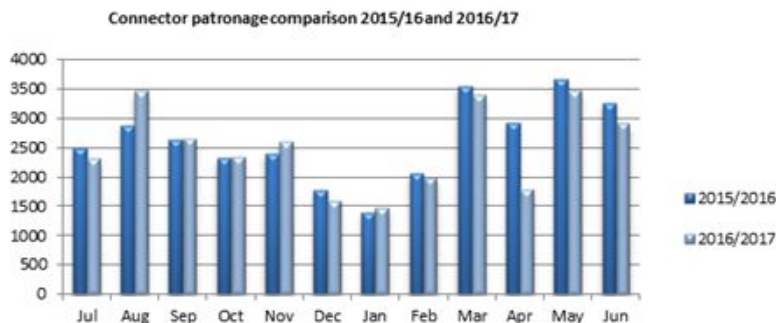




### Connector

The Connector (Hawera to New Plymouth) bus service recorded a patronage decrease of 4% (equivalent to 1,336 trips). This was a stark reversal of the 30% growth recorded the previous year.

Patronage results were: Adult patronage was down 9% (or 282 trips), Child down 18% (or 115 trips), TDHB down 20% (899 trips) and WITT down 8% (or 892). Seniors/SG Card patronage was up 30% (or 622 trips) and Tertiary up 15% (or 324 trips).



### Southlink

Two of the Southlink once-a-week services recorded a drop in patronage, for the fourth year. The Opunake-Hawera service recorded a minor increase in patronage. The results are shown in Table 2.

Table 2: Southlink passenger and financial performance 2016/17

Bus service	Patronage	% change from 2015/2016
Waverley-Patea-Hawera	1,405	-7.3%
Opunake-Hawera (including Manaia-Hawera)	1,027	No change
Opunake-New Plymouth	852	-17.9%

The change in patronage is detailed in each summary below.

- Waverley-Patea-Hawera patronage was down 7% (or 110 trips from the 1,515 trips in 2015/2016). Compared to last year Adult patronage was down 15% (or 98 trips), SuperGold was down 3% (or 26 trips) and fare paying Child was down 32% (or 6 trips).
- Opunake-Hawera (including Manaia-Hawera) patronage was exactly the same, 1,027 trips as in 2015/2016. Compared to last year, Adult patronage was up 8% (or 24 trip), SuperGold down 4% (or 25 trips) and fare paying Child down 27% (or 12 trips).
- Patronage for the Opunake-New Plymouth service was down 17.9% (or 186 trips). Compared to last year Adult patronage was down 26% (or 80 trips) and fare paying Child down 74% (or 139 trips). SuperGold was up 11% (or 56 trips).

### General matters

- Free off-peak travel for all SuperGold Card holders was available on all regional public transport services. Total SuperGold Card trips on all services totalled 55,217 up 0.5% on the 54,918 trips recorded in 2015/16. SuperGold Card patronage accounts for 9% of all patronage across all services (including the Connector).
- The region's farebox recovery level (i.e. the level of revenue from fares), and an indicator of the efficiency of the Council's bus

networks, was 39.8% in 2015/16. This was down 1% from the 40.8% in 2015/16.

- The commerciality ratio for the region was 41%, up just 0.2% up on the 40.8% reported in 2015/16. This is a financial calculation that measures performance by assessing the proportion of revenue generated by public transport users against the cost of providing the services. The commerciality ratio per service is shown in Table 3.

**Table 3: Public transport services commerciality ratio league table for 2016/17 and 2015/16**

Bus service	2016/17	2015/16
Hawera to New Plymouth	59.4%	64.6%
Waverley/Hawera	43.7%	48.9%
New Plymouth, Bell Block Waitara and Oakura	39.2%	38.6%
Opunake/Hawera	15.1%	14.4%
Opunake/New Plymouth	14.1%	19.5%

**Table 4: Regional bus service performance measured by patronage**

Bus service	2012/13	2013/14	2014/15	2015/16	2016/17
New Plymouth 'Citylink' network	548,919	578,396	582,357	570,616	581,456
Opunake to Hawera service	1,982	1,320	1,019	1,027	1,027
Opunake to New Plymouth service	1,581	1,564	1,168	1,038	852
Waverley to Hawera service	2,462	1,898	1,762	1,515	1,405
Hawera to New Plymouth 'Connector' service	0	0	0	31,407	30,071
<b>Regional total</b>	<b>556,017</b>	<b>584,371</b>	<b>586,306</b>	<b>605,603</b>	<b>614,811</b>

Source: Passenger boardings compiled from TRC's annual achievement return for passenger transport.

### Total Mobility

Total Mobility services continued to be provided throughout the region. Client numbers were 1,421 at year end down from 1,718 in 2015/16. Total trips numbered 38,477 down from 40,124 in 2015/16. For the eleventh year the total number of trips declined, down 4.1% from 2015/16.

The drop was in client numbers was the result of an intensive client review in preparation for Council's implementation of the new National Total Mobility Administration System (NTMAS). The system went live on Monday 31 July 2017. While the system provides a new central client management tool 'Ridewise', clients also benefit greatly having their trip data recorded electronically via a newly issued magnetic stripe/photo ID card. The electronic capture of client and trip data replaces the time intensive manual paper vouchers.

Ironside Vehicle Society continued to receive funding assistance for the provision of a passenger transport service for the transport disadvantaged. Of the 6,850 trips recorded, with 4,960 (or 72%) involved wheelchair users. These figures compare to 2015/16 of 6,644 total trips, with 4,726 (or 71%) involving wheelchair users.



### Ongoing impact of June 2015 storm event

A significant storm and flood event occurred in Taranaki between 19 and 20 June 2015 that was concentrated on inland South Taranaki areas. The area received a significant proportion of its annual rainfall in one weekend and this resulted in flooding of the Waitotara River and Township and the flood plain below, a large area in the Eastern hill country and Uruti areas, and some flooding in the Waitara River. Waitotara Township was evacuated prior to flooding on 20 June 2015.

There was significant damage to infrastructure including bridges and roads being washed out or damaged by flooding, and power disruptions. Massive slips and landslides, and surface flooding, blocked local roads and State Highway 3. The Taranaki Civil Defence Emergency Management Group declared a state of emergency on 20 June 2015 and the declaration period lasted a week.

As a result, Emergency Works activities during the first year of the Plan were extremely significant, totalling nearly \$16.6m. This equates to an additional 25% expenditure in the region during the 2015/16 year, and underscores the enormous impact such events as the June 2015 flood event can and do have. Not all reinstatement works were able to be completed during the year, with STDC and NZTA in particular necessitating further construction costs in Years 2 and 3 of the Plan — specifically for STDC on the Nukumarū Station Road Extension Project, and for NZTA on stabilisation works on SH3 Manawapou Hill and SH43 saddles.

## 5 Expenditure

This section of the Monitoring Report focuses on **expenditure** to implement the works in the Programme of Activities outlined in Section 5 of the Plan.

A table is provided in Appendix B showing the breakdown of expenditure in the region by Activity Class and Organisation for 2016/17. It sets out the anticipated expenditure for the first three years of the Plan as requested in the RLTP, and the total expenditure that was actually approved as identified in the *NLTP 2015-18* (and subsequent variations). It notes what was spent during the first and second financial years of the Plan, and the resulting proportion of approved expenditure spent at the conclusion of the second year.

The figures were provided by staff of the NZ Transport Agency with reference to TIO. When viewing this data, reference should also be made to summaries provided by each organisation in Section 4.

The financial overview information provided in Appendix B demonstrates that overall, the Approved Organisations have spent about one third (63.4%) of their approved 3-year allocation, which indicates that they are largely on track to complete their intended programme of activities — quite an accomplishment given all the additional resources (financial, time, expertise and contractors) required throughout the region to respond to the damage caused by the June 2015 storm.

The following provides explanation on Activity Classes which, in terms of proportion of spending of approved expenditure, are significantly less than or greater than the general 'two third' proportion of spending:

- **Investment Management** — the seeming underspend by NPDC is simply a reflection of the difficulties in timing between LTP and RLTP processes. The allocated funding is for investigation into a

second crossing of the Waiwhakaiho River, which though put forward for the RLTP, did not make it into NPDC's LTP, so no local share has been available. It is hoped that local share may be approved in future so that this resilience project can proceed. The underspend in this Activity Class by the NZ Transport Agency is due to timing – activities have not been progressed quickly enough to request funding from the activity class within the year.

- **Local Road Improvements** — at the time of preparing the RLTP, the LED Streetlight upgrade programme was not included under this Activity Class, which accounts for sizeable differences between amounts requested relative to amounts approved.
- **State Highway Improvements** — the majority of the difference between the Anticipated and Approved expenditure figures is attributable to Accelerated Regional Roding Programme projects. At the time of preparing the RLTP, the SH3 north project (now projects) in particular were at such an early stage in their development that there was simply insufficient information available on costings and timings to include any more than notional figures within the Plan.
- **Regional Improvements** — as noted with the Plan, activities are funded through this Activity Class only if assigned to this by the NZ Transport Agency during the moderation processes of the National Land Transport Programme. Hence Anticipated Expenditure for this was of necessity shown as zero within the RLTP even though the region noted specifically that it wished to be considered for this funding source. The \$7.8m showing as approved under the Regional Improvements Activity Class for this NLTP period is for the Waitara to Bell Block Route Improvements. Only 2.4% of the approved amount was spent by the end of the second year due to the timing and progress of the business cases and projects put forward for funding.

## 6 Summary

This Annual Monitoring Report is the second for the *Regional Land Transport Plan for Taranaki 2015/16 – 2020/21*, and covers the period from 1 July 2016 to 30 June 2017.

Overall, each of the Approved Organisations in Taranaki made fairly good progress towards achieving their planned activities during the second year of the Plan. This was in spite of ongoing impacts from the major storm and flood event in late June 2015, and one of the wettest winters on record for the region.

The other particularly important occurrence during the year, but one that was far more welcome than the inclement weather, was the progress on the SH3 Awakino Gorge to Mt Messenger Programme. The announcements of the options selected for the bypasses of two of the key pinch points on this critical transport corridor connecting Taranaki to the north — Mt Messenger and the Awakino Tunnel — have been widely welcomed. This recognition by the Government of the need for improvement works on this route is a reflection of the long years of advocacy by the regional community, and it would not be overstating the case to state that these represent significant milestones for the future of the region.

Of disappointment to the region during the year was the lack of progress in implementation of the Waitara to Bell Block project, which is reflected in the low spend from the Regional Improvements Activity Class.

Four formal variations to the Plan were received and approved during the year.

## Appendix A — Outline of progress on regionally significant activities

Project	Org.	Phase(s), expected timeframes & funding sources	Regional Priority	Link to policies <sup>1</sup>	Outline of progress during 2016/17 financial year
<b>SH3 Normanby Overbridge Realignment</b> Improve the geometry and construct a new 'rail over road' crossing as a replacement for a 'road over rail' bridge. Route shortening and removal of low speed narrow bridge will increase efficiency of highway and improve road safety.	NZTA	<ul style="list-style-type: none"> <li>Construction commencing Feb2015 (24 months)</li> <li>C Funds (ARRP)</li> <li>State Highway Improvements AC</li> </ul>	NA (ARRP)	G1, G2, G3, S1, S3, S4, R1, R2, F1	The Project was completed in February 2017 and was officially opened by the Minister of Transport. Cultural items to be installed in late 2017.
<b>SH3 Mt Messenger to Awakino Gorge Corridor</b> <i>Joint project with Waikato, led by NZTA's Hamilton office</i> A programme of short to long-term interventions to deliver freight efficiency and resilience on SH3. The characteristics of the route fail to meet the requirements of a 'strategic route' in predictability and reliability of journey time, safety and productivity. The Programme Business Case will include a literature review of all previous studies undertaken on this route. The exact section of SH3 involved is yet to be set, but will be wider in scope than simply between Mt Messenger and Awakino Gorge.	NZTA	<ul style="list-style-type: none"> <li>Programme BC (investigation) commenced in Nov2014 (8 months)</li> <li>Will proceed to design and construction if the investigation findings are approved by the Minister, following an assessment against the IAF 2015.</li> <li>C Funds (ARRP) and N Funds</li> <li>State Highway Improvements AC</li> </ul>	NA (ARRP)	G1, G2, G3, S1, S3, S4, A1, R1, R2, F1	Work on early SH3 safety improvements got underway last year. In April 2017 a bypass route of the Awakino Tunnel was announced.
<b>SH3 Mt Messenger Bypass</b> <i>Variation to published Plan – refer to Section 2.2</i> Bypass of the existing winding road alignment of Mt Messenger on SH3 (to the south of Ahititi in northern Taranaki). Project aims to improve safety, route availability, journey time predictability and drivers' experience along this key inter-regional transport corridor.	NZTA	<ul style="list-style-type: none"> <li>Detailed BC, progressing to Design then Construction</li> <li>C Funds (ARRP)</li> <li>State Highway Improvements AC</li> </ul>	NA Variation	G1, G2, G3, S1, S3, S4, A1, R1, R2, F1	A preferred route for the Mt Messenger bypass was selected in August 2017 with additional funding was through the National Land Transport Programme 2015-17. Design and consenting work is progressing ahead of construction, which is expected to occur during 2018 to 2020. The project is preparing to lodge consent applications with construction expected to occur during 2018 to 2021.
<b>Nukumarua Station Road Extension</b> <i>Variation to published Plan – refer to Section 2.2</i> A new 6km road extension from Nukumarua Station Road to Wainu Beach Road, Waitotara, to provide resilient alternative access following severe flood damage to the Limeworks Bridge.	STDC	<ul style="list-style-type: none"> <li>Design &amp; Construction</li> <li>N &amp; L Funds</li> <li>Local Road Improvements AC</li> </ul>	NA Variation	I2, G1, G3, A1, R1, R2	This new project was added to the RLTP in December 2016 as a result of flood damage to a lifeline bridge in June 2015 storms. Work is held up due to resource consent. Expected work to be tendered out in January 2018 following consent approval.
<b>Waitara to Bell Block Route Improvements</b> This project will investigate and implement the preferred safety improvements identified in the Programme Business Case for this section of SH3 between Waitara to Bell Block. Part of the National Roads and Roadsides programme.	NZTA	<ul style="list-style-type: none"> <li>Indicative BC onward</li> <li>N Funds</li> <li>State Highway Improvements AC</li> </ul>	1	G1, S1, S3, S4, F1	Two Detailed Business Cases have been advancing for Waitara to SH3A and SH3A to Bell Block. Combined open days were held to inform the public how the two sections are working together to consider the whole corridor. The DBC team developed options for the two sections
<b>Hawera to New Plymouth (NRR55)</b> Investigate options for improving safety including to improve freight efficiency and resilience on this section of SH3 between Hawera to New Plymouth.	NZTA	<ul style="list-style-type: none"> <li>Programme BC</li> <li>N Funds</li> <li>Jul2015 (12)</li> <li>Investment Management</li> </ul>	2	S1, S4, S3, R1	A Strategic Business Case was completed for this section of SH3, with a recommendation to advance to a detailed business case.
<b>Let's Go - Education and Encouragement</b> Educate and encourage residents of New Plymouth to use alternative active modes of transport for commuting to work, school, create safer shared roads and pathways that ultimately lead to healthier lifestyles. Activities to include; cycle skills training, walk/cycle route map production, support to advocacy groups, design and a need for the implementation of school and workplace travel plans. Active transport safety initiatives will increase the road capacity during the peak hour periods of the day.	NPDC	<ul style="list-style-type: none"> <li>Implementation</li> <li>N &amp; L Funds</li> <li>Jul2015 (36)</li> <li>Walking &amp; Cycling Improvements AC</li> </ul>	3	S1, S2, S3, S4	Let's Go, the NPDC's Model walking and cycling community's ongoing initiative, completed Cyclist Skills and Scooter Skills delivery to 3232 Primary School students, with over 22175 students having now received cyclist and scooter skills training to date. Let's Go is working intensively with 23 schools on travel planning.
<b>Hawera to New Plymouth 'Connector' bus service</b> Funding of regional daily bus service along SH3 connecting north and south Taranaki. Part of Minor Improvements to public transport (PT) services.	TRC	<ul style="list-style-type: none"> <li>PT Improvements</li> <li>N &amp; L Funds</li> <li>Public Transport AC</li> </ul>	4	A1, A2, A3, E1	2016/17 saw a marked reversal in patronage with a drop of 4% recorded following 30% growth in 2015/16. Patronage growth occurred only in two passenger categories in 2016/17, these being SuperGold Card and Tertiary, with all others decreasing. The financial performance of the service remained high with a farebox recovery ratio of 59% recorded.
<b>Taranaki Road Safety Promotion 2015-18</b> To reduce serious and fatal crashes in our region.	STDC	<ul style="list-style-type: none"> <li>CRSP 15-18</li> <li>N &amp; L Funds</li> <li>Jul2015 (72)</li> <li>Road Safety Promotion AC</li> </ul>	5	S1, S2, S3, S4	Major projects implemented are For Carmen, recidivist driving programme and driving charter. Will continue to build on these projects.
<b>Bridge Replacement Programme – New Plymouth District</b> This is for the demolition or strengthening or posting of the bridge on Old Mountain Rd. Other structures included are: three Armco culverts on Okau Rd, a concrete arch bridge on Korito Rd, a composite beam and slab over the railway line on Devon St East, and an Armco culvert on Piko Rd.	NPDC	<ul style="list-style-type: none"> <li>Construction</li> <li>N &amp; L Funds</li> <li>Jul2015 (72)</li> <li>Local Road Improvements AC</li> </ul>	6	S1, R1	Devon Street East bridge will only require heavy maintenance after a re-assessment and Armco culvert replacements are procured for 2017/18.
<b>Second Road Crossing of the Waiwhakaiti River</b> This strategic study will investigate the options to provide a second road crossing of the Waiwhakaiti River once the traffic generation reaches a level that SH3 can no longer sustain.	NPDC	<ul style="list-style-type: none"> <li>Early Planning Stages</li> <li>N &amp; L Funds Jul2015 (36)</li> <li>Investment Management AC</li> </ul>	7	G1, R1	Strategic BC being undertaken in-house. This programme business case and modelling work is being included in the 2018-2028 LTP projects for consideration by council.
<b>LED Streetlight Conversion - New Plymouth District</b> To convert the existing SOX/SON streetlight stock to LED streetlights. Reducing maintenance and renewal costs, including power charges, over a ten-year period. The savings made are expected to be recovered in the period to offset the investment required.	NPDC	<ul style="list-style-type: none"> <li>Construction</li> <li>N &amp; L Funds</li> <li>Jul2015 (60)</li> <li>Local Road Improvements AC</li> </ul>	8	E1, F1	2300 LED lights were replaced in 2016/17 with procurement proceeding to significantly complete local roads except arterial and collector roads in 2017/18.
<b>LED Streetlight Conversion - Stratford District</b> To convert the existing SOX/SON streetlight stock to LED streetlights.	SDC	<ul style="list-style-type: none"> <li>Construction</li> <li>N &amp; L Funds Jul 2015 (12)</li> <li>Local Road Improvements AC</li> </ul>	8	E1, F1	467 LED's have been installed up to 30 June 2017.
<b>LED Streetlight Conversion - South Taranaki District</b> To convert the existing SOX/SON streetlight stock to LED streetlights.	STDC	<ul style="list-style-type: none"> <li>Construction</li> <li>N &amp; L Funds Jul 2015 (36)</li> <li>Local Road Improvements AC</li> </ul>	8	E1, F1	LED lights purchased in collaboration with SDC. Installation rolls out from August 2016. The LED conversion programme is 50% completed and expected to be complete by 30 June 2018.
<b>South Taranaki Walking and Cycling</b> STDC is carrying out a district-wide programme to provide walking and cycling pathways linking the urban township to places of work and interest. There are over 40 individual walking and cycling projects that have been identified by STDC in collaboration and consultation with iwi, general public and interested parties.	STDC	<ul style="list-style-type: none"> <li>Construction</li> <li>N &amp; L Funds</li> <li>Jul2015 (72)</li> <li>Walking &amp; Cycling Improvements AC</li> </ul>	9	I1, I2, A3, E1	Construction of the first of STDC's 'Pathways for People' programme commenced in 2015/16. The first stage, Denby Road pathway, was completed in November 2016. The second stage which is currently being constructed on a paper road will join Denby Road to Fairfield Road. It will form a loop with Manawapou Road and will also connect to Nowell's Lake.
<b>Let's Go - Infrastructure Construction</b> NPDC's cycling strategy has identified 500 sections of the roading network where no cycle facilities exist. This work is for the continuation of the Model Communities programme which has been implemented very successfully since 2010.	NPDC NZTA	<ul style="list-style-type: none"> <li>Construction</li> <li>Jul2015 (36)</li> <li>Walking &amp; Cycling Improvements AC</li> </ul>	9	S1, S2, S3, S4	Coronation Ave walking and cycling improvements completed design and consultation for construction in 2017/18. Also proceeding with design and consultation for Devon Street West and Devon Road improvements that are part of SH walking and cycling improvements.

<sup>1</sup> Refer to Table 1 for an explanation of the abbreviations used in this column for regional policies

## Appendix B — Total RLTP Expenditure in Taranaki by Activity Class for 2016/17

Activity Class	Total Expenditure	NPDC	SDC	STDC	TRC	NZTA	Total
Investment management	Actual in 2015/16 (Year 1)	0	0	0	102,232	103,747	205,979
	Actual in 2016/17 (Year 2) <sup>1</sup>	0	0	0	129,643	0	129,643
	Actual in 2017/18 (Year 3)	-	-	-	-	-	-
	Anticipated 3-year expenditure <sup>2</sup>	613,500	0	0	470,167	220,000	1,303,667
	NZTA approved 3-year allocation <sup>3</sup>	0	0	0	385,947	303,400	689,347
	Actual spent during 3-year Programme	0	0	0	231,875	103,747	335,622
	Percentage of approved allocation spent <sup>4</sup>	0%	0%	0%	60.1%	34.2%	48.7%
Road safety promotion	Actual in 2015/16 (Year 1)	0	0	205,243	0	0	205,243
	Actual in 2016/17 (Year 2) <sup>1</sup>	0	0	207,747	0	0	207,747
	Actual in 2017/18 (Year 3)	0	0	-	0	-	-
	Anticipated 3-year expenditure <sup>2</sup>	0	0	756,500	0	0	756,500
	NZTA approved 3-year allocation <sup>3</sup>	0	0	756,500	0	0	756,500
	Actual spent during 3-year Programme	0	0	412,990	0	0	412,990
	Percentage of approved allocation spent <sup>4</sup>	0.0%	0.0%	54.6%	0.00%	0.00%	54.6%
Walking and cycling improvements	Actual in 2015/16 (Year 1)	342,390	0	0	0	608,433	950,823
	Actual in 2016/17 (Year 2) <sup>1</sup>	507,298	0	0	0	0	507,298
	Actual in 2017/18 (Year 3)	-	0	0	0	-	-
	Anticipated 3-year expenditure <sup>2</sup>	1,605,000	0	0	0	0	1,605,000
	NZTA approved 3-year allocation <sup>3</sup>	1,752,000	0	0	0	1,107,990	2,859,990
	Actual spent during 3-year Programme	849,688	0	0	0	608,433	1,458,121
	Percentage of approved allocation spent <sup>4</sup>	48.5%	0.00%	0.00%	0.00%	54.9%	51.0%
Public transport	Actual in 2015/16 (Year 1)	0	0	0	2,733,898	0	2,733,898
	Actual in 2016/17 (Year 2) <sup>1</sup>	0	0	0	2,880,378	0	2,880,378
	Actual in 2017/18 (Year 3)	0	0	0	-	0	-
	Anticipated 3-year expenditure <sup>2</sup>	0	0	0	9,683,329	0	9,683,329
	NZTA approved 3-year allocation <sup>3</sup>	0	0	0	8,305,182	0	8,305,182
	Actual spent during 3-year Programme	0	0	0	5,614,276	0	5,614,276
	Percentage of approved allocation spent <sup>4</sup>	0.00%	0.00%	0.00%	67.6%	0.00%	67.6%
Local road maintenance <sup>5</sup>	Actual in 2015/16 (Year 1)	10,747,191	3,995,756	10,611,464	0	0	25,354,411
	Actual in 2016/17 (Year 2) <sup>1</sup>	11,097,466	4,427,303	10,954,847	0	0	26,479,616
	Actual in 2017/18 (Year 3)	-	-	-	0	0	-
	Anticipated 3-year expenditure <sup>2</sup>	36,314,589	14,054,346	35,160,306	0	0	85,529,241
	NZTA approved 3-year allocation <sup>3</sup>	34,453,864	14,526,700	35,160,300	0	0	84,140,864
	Actual spent during 3-year Programme	21,844,657	8,423,059	21,566,311	0	0	51,834,027
	Percentage of approved allocation spent <sup>4</sup>	63.4%	58.0%	61.3%	0.00%	0.00%	61.6%
Local road improvements <sup>5</sup>	Actual in 2015/16 (Year 1)	1,008,816	505,220	1,331,376	0	0	2,845,412
	Actual in 2016/17 (Year 2) <sup>1</sup>	2,427,855	535,159	2,430,051	0	0	5,393,065
	Actual in 2017/18 (Year 3)	-	-	-	0	0	-
	Anticipated 3-year expenditure <sup>2</sup>	3,858,000	1,514,970	4,392,009	0	0	9,764,979
	NZTA approved 3-year allocation <sup>3</sup>	6,968,312	2,008,514	8,251,802	0	0	17,228,628
	Actual spent during 3-year Programme	3,436,671	1,040,379	3,761,427	0	0	8,238,477
	Percentage of approved allocation spent <sup>4</sup>	49.3%	51.8%	45.6%	0.00%	0.00%	47.8%
State highway maintenance	Actual in 2015/16 (Year 1)	0	0	0	0	10,379,422	10,379,422
	Actual in 2016/17 (Year 2) <sup>1</sup>	0	0	0	0	11,499,040	11,499,040
	Actual in 2017/18 (Year 3)	0	0	0	0	-	-
	Anticipated 3-year expenditure <sup>2</sup>	0	0	0	0	29,617,370	29,617,370
	NZTA approved 3-year allocation <sup>3</sup>	0	0	0	0	29,617,370	29,617,370
	Actual spent during 3-year Programme	0	0	0	0	21,878,462	21,878,462
	Percentage of approved allocation spent <sup>4</sup>	0.00%	0.00%	0.00%	0.00%	73.9%	73.9%
State highway improvements	Actual in 2015/16 (Year 1)	0	0	0	0	21,591,857	21,591,857
	Actual in 2016/17 (Year 2) <sup>1</sup>	0	0	0	0	14,168,298	14,168,298
	Actual in 2017/18 (Year 3)	0	0	0	0	-	-
	Anticipated 3-year expenditure <sup>2</sup>	0	0	0	0	20,269,433	20,269,433
	NZTA approved 3-year allocation <sup>3</sup>	0	0	0	0	46,877,042	46,877,042
	Actual spent during 3-year Programme	0	0	0	0	35,760,155	35,760,155
	Percentage of approved allocation spent <sup>4</sup>	0.00%	0.00%	0.00%	0.00%	76.3%	76.3%
Regional improvements	Actual in 2015/16 (Year 1)	0	0	0	0	0	0
	Actual in 2016/17 (Year 2) <sup>1</sup>	0	0	0	0	187,336	187,336
	Actual in 2017/18 (Year 3)	0	0	0	0	-	-
	Anticipated 3-year expenditure <sup>2</sup>	0	0	0	0	0	0
	NZTA approved 3-year allocation <sup>3</sup>	0	0	0	0	7,820,800	7,820,800
	Actual spent during 3-year Programme	0	0	0	0	187,336	187,336
	Percentage of approved allocation spent <sup>4</sup>	0.00%	0.00%	0.00%	0.00%	2.4%	2.4%
<b>Totals</b> <i>(excluding Emergency Works which are unplanned and provided separately below)</i>	Actual in 2015/16 (Year 1)	12,098,397	4,500,976	12,148,083	2,836,130	32,683,459	64,267,045
	Actual in 2016/17 (Year 2) <sup>1</sup>	14,032,619	4,962,462	13,592,645	3,010,021	25,854,674	61,452,421
	Actual in 2017/18 (Year 3)	-	-	-	-	-	-
	Anticipated 3-year expenditure <sup>2</sup>	42,391,089	15,569,316	40,308,815	10,153,496	50,106,803	158,529,519
	NZTA approved 3-year allocation <sup>3</sup>	43,174,176	16,535,214	44,168,602	8,691,129	85,726,602	198,295,723
	Actual spent during 3-year Programme	26,131,016	9,463,438	25,740,728	5,846,151	58,538,133	125,719,466
	Percentage of approved allocation spent <sup>4</sup>	60.5%	57.2%	58.3%	67.3%	68.3%	63.4%
<b>Emergency Works</b>	Actual in 2015/16 (Year One)	2,193,853	5,248,567	8,361,022	-	749,105	16,552,547
	Actual in 2016/17 (Year Two)	880,742	67,306	1,755,971	-	131,954	2,835,973

<sup>1</sup> Meaning: This is the actual expenditure in this activity class between 1 July 2016 and 30 June 2017, being the second year of the Plan (including both NLTF Share and Local Share).

<sup>2</sup> Meaning: Total Anticipated Expenditure for 2015-18 as requested via the *Regional Land Transport Plan for Taranaki 2015* in April 2015 (not including subsequent variation requests).

<sup>3</sup> Meaning: Total Approved Expenditure 2015-18 as given in the *National Land Transport Programme 2015-18* in July 2015 and incorporating subsequent variation requests approved by NZTA up to 30 June 2017 (includes those activities listed in the NLTP as either 'committed', 'approved' or 'probable').

<sup>4</sup> Meaning: This is the proportion of the approved three year expenditure that was spent by the end of Year 2.

<sup>5</sup> Meaning: These figures include those for the Special Purpose Roads (SPR) that are maintained by the New Plymouth and Stratford district councils, and include SuperGold concession approvals.

## Agenda Memorandum

**Date** 29 November 2017



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

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

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

**Document:** 1969446

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### **Purpose**

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

### **Executive Summary**

A request has been received from the NZ Transport Agency to vary the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* (RLTP or the Plan), by adding a new project enabling a detailed business case to be undertaken in the 2017/18 year into surfacing SH43.

Due to timing, a verbal update will be provided at the meeting on support for this request from the Regional Transport Advisory Group, as there was insufficient time to gain this prior to the Agenda being finalised.

This request is not significant enough to require going back out for public consultation.

### **Recommendations**

That the Taranaki Regional Council:

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

## **Background**

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

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

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

## **New single phase Business Case – Surfacing SH43**

The NZ Transport Agency is seeking inclusion of a new project in the current RLTP – a single phase Business Case on Surfacing SH43.

The request is for funding to undertake a single phase Business Case, to determine the feasibility for investing in the sealing of the remaining 12km of unsealed state highway through the Tangarakau Gorge.

SH43 has been experiencing an increase in tourism traffic, with the 12km unsealed section through the Tangarakau Gorge becoming more of an inhibitor as tourist numbers grow through the central plateau and the Taranaki Region. The Taranaki Regional Economic Development Action Plan has prioritised the sealing of SH43 as one of the top priorities for the region.

The NZ Transport Agency has therefore submitted the attached request to vary the Plan to include the new 'Single Phase Business Case on Surfacing SH43', with aimed commencement of January 2018.

## **Significance of variation request in relation to need for public consultation**

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

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

- This change does not affect the integrity or affordability of the RLTP; and
- This activity is likely to have the majority support of the Taranaki community.



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

The Regional Transport Advisory Group (RTAG) for Taranaki was advised at its meeting of 8 November 2017 of the likelihood of this request being made. Information was not available at the time to formally consider the request, with it being advised that this would be undertaken via email once the appropriate request form had been lodged with the Taranaki Regional Council.

A verbal update will be provided to the Committee to advise if RTAG support for this request has indeed been confirmed, as is expected given the long-standing advocacy for sealing of SH43.

### **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 1969473: NZTA request to vary the RLTP2015 Nov2017 - Surfacing SH43  
Document 1603279: Section 7.4 Significance Policy of RLTPlan 2015-21

<b>Request to vary the Regional Land Transport Plan for Taranaki 2015-2021</b>	
<b>Purpose:</b>	To enable the Regional Transport Committee of the Taranaki Regional Council to consider a request for a variation to the <i>Regional Land Transport Plan for Taranaki 2015-21 (RLTP)</i> .
<b>Requesting organisation:</b>	NZ Transport Agency
<b>Contact person/s:</b>	Ross I'Anson
<b>Variation request:</b>	Add new Single Phase Business Case – Surfacing SH43
<b>Background to variation request</b>	
<p>SH43 has been experiencing an increase in tourism traffic, with the 12km unsealed section through the Tangarakau Gorge becoming more of an inhibitor as tourist numbers grow through the central plateau and the Taranaki Region.</p> <p>The Taranaki Economic Development Action Plan has prioritised the sealing of SH43 as one of the top priorities for the region.</p>	
<b>Details of variation request</b>	
A single phase business case, to determine the feasibility for investing in the sealing of the remaining 12km of unsealed state highway through the Tangarakau Gorge.	
<b>Location:</b>	State Highway 43 (Tangarakau Gorge)
<b>Scope and duration:</b>	Single phase business case; three months commencing January 2018
<b>Estimated cost/s:</b>	\$280,000
<b>Funding source/s:</b>	N Funds - State Highway Improvements Activity Class
<b>Links to Objectives &amp; Policies of RLTP:</b> <i>Refer to Table 5 on page 48 of the <a href="#">Plan</a></i>	<p>This variation achieves the objectives of the RLTP through adding to an effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.</p> <p>This project will contribute most significantly to supporting growth, specifically policies G1 and G3.</p>
<b>Impacts on RLTP:</b>	The proposal does not negatively affect any other projects in the RLTP, nor affect the overall integrity/affordability of the Plan.
<b>Relationship to the RLTP's Significance policy on variations:</b> <i>Refer to Section 7.4 on page 59 of <a href="#">Plan</a></i>	This proposed update of the current RLTP does not require a new public consultation process as it is considered a 'minor' variation. While it is a new project, it is one that has been long advocated for, and is likely to have the majority support of the Taranaki community.

**Process for consideration and approval of variation requests**

The current RLTP for Taranaki was approved in April 2015 and any significant new capital works that need to be included require a variation to the programme of activities component of the RLTP. A project must be included within the RLTP before it can be approved for funding from the National Land Transport Fund which the NZ Transport Agency (NZTA) distributes through the National Land Transport Programme.

In accordance with the RLTP variation policy, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement, then to the Taranaki Regional Council (TRC) for final approval. The NZTA is then notified of the varied Plan, per section 18D of the *Land Transport Management Act 2003*.

**Timeframes for consideration of variation request**

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

Consideration by RTAG	24 November 2017 (via email)	<i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i>
Consideration by RTC	Wednesday 29 November 2017	
Consideration by TRC	Tuesday 12 December 2017	
Forward to NZTA	Thursday 14 December 2017	

**Supporting attachments**

None

## 7.4 Significance policy in relation to Plan variations

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

### General determination of significance in relation to Plan variations

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

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

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

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

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

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

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

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

### Consultation procedure to follow

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

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

## Agenda Memorandum

**Date** 29 November 2017



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

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

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

B G Chamberlain, Chief Executive

**Document:** 1943985

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### Purpose

The purposes of this item are:

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

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

### Executive Summary

The Committee is required to undertake a mid-term review of the current RLTP and submit this to the NZ Transport Agency by the end of April 2018. A full review of the Plan will be undertaken in the last year of the current plan, being 2020/21. This memorandum updates Members on the interim review process, presenting an initial draft for consideration and feedback. Agreement is sought for the draft to be circulated for targeted consultation, once the remaining sections are updated, and any changes the Committee wishes to make have been incorporated.

## Recommendations

That the Taranaki Regional Council:

1. receives the memorandum, Mid-term review of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*
2. notes that some minor background sections of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* are still being updated as part of the review
3. agrees to release the revised *Regional Land Transport Plan for Taranaki 2015/16-2020/21* for targeted consultation, subject to any changes agreed by the Committee.

## Background

The interim review of the RLTP needs to be completed by the end of April 2018, so that any updates to the programme of activities can feed into the three-year National Land Transport Programme that will be published in July 2018 (NLTP 2018-21). The process for the three-year review of RLTPs is not prescribed under the *Land Transport Management Act 2003*, however guidance has been provided by the NZ Transport Agency.

Overall, the RLTP is functioning well in its current form, and there is no apparent reason for major changes at this time – noting that a full review of the Plan will be undertaken in the last year of the current plan, being 2020/21.

However, there is a need to ensure that the NZ Transport Agency requirements regarding the principles of the Business Case Approach (BCA) are better applied; and the opportunity exists to update/strengthen areas of the Plan relating to resilience, tourism, and technology to better recognise arising pressures and opportunities.

Naturally, the 'programme' components of the Plan relating to the three years from 1 July 2018 to 30 June 2021 are also being updated, in order to enable funding from the NLTP 2018-21 to be made available for land transport projects in Taranaki.

The review must be completed and changes submitted to the Transport Agency by 30 April 2018. An updated broad timeline for the review, alongside key national level and local planning dates, is provided in **Attachment I**.

## Other aspects of the Plan revised as part of the mid-term review

As considered/approved by Members at previous meetings, in addition to the necessary updating of the Programme and Forecast Expenditure components of the Plan outlined later in this memorandum, the mid-term review has provided an opportunity to strengthen other areas of the Plan. These updates have generally been in relation to improving the application of the Business Case Approach (BCA), and better reflecting the moves towards improving resilience, developing tourism opportunities and utilising technology advances.

### Strategic Direction – Section 4

The Investment Logic Mapping (ILM) process undertaken as part of the mid-term review helped to confirm and refine the strategic direction of the Plan. Resulting minor changes to the policy framework were approved by the Committee at the 6 September 2017 meeting, with the updated framework given in Table 2 of the Plan.

Minor updates have also been made to the commentary of regional Issues and Challenges outlined in Section 4.4.

The Problem and Benefit Maps created as part of the facilitated ILM process will be submitted to the NZ Transport Agency in support of the RLTP. A consolidated single-page diagram of the information contained in the maps has been created and placed in Appendix VI, to more simply show the outcomes of the ILM process undertaken as part of applying the BCA to the review.

The KPIs identified through this process will be integrated into Monitoring of the Plan as the data becomes available, particularly as the performance measures of the One Network Road Classification become embedded in the processes of Road Controlling Authorities.

#### **Maps of key regional routes – Appendix VII**

Maps have been created to visually identify key freight and emerging tourism routes, including areas where these conflict. This map (which of necessity is split between two A3 pull-outs in order to ensure the scale is able to show road names), is a work in progress.

With an approaching step-change of increased tourism to the region, including international visitors in part due to the Lonely Planet's identification of Taranaki as a key destination, there is an increased focus on developing tourism opportunities in the region. Self-drive and cycle-tourism routes (both on and off road) are expected to become more popular, and need to be appropriately resourced. The RTAG has undertaken some preliminary work in identifying emerging tourism routes, both in these maps and within the 'wish-list' in Section 5.5.

#### **Regional 'programme' of activities for funding and expenditure forecasts**

The 'programme' component of the Plan has been updated extensively, in order for organisations to apply for funding from the National Land Transport Fund for the 2018-21 period.

Feedback from the Committee is sought on activities proposed for inclusion in the Plan (Tables 3 and 4 in Section 5), and particularly the order of priority assigned to those activities considered to be regionally significant.

#### **Business as usual activities – Section 5.1**

The core of the programme component of the RLTP is the 'business as usual' activities – maintenance and minor improvements of the road network, existing public transport services, and general planning work. Under the Plan's significance policy, these are included automatically within the Plan without being prioritised by the Committee, as these activities are considered a continuation of the yearly programme of work and therefore more status quo in nature. They would default to the highest possible priority as they endeavour to maintain the region's base land transport assets and services.

The Connector Bus Service and the Road Safety Promotion activities have moved into this core category as part of the review.

The Committee should note the addition of the Department of Conservation (DOC) as a 'new' (to the RLTP) Road Controlling Authority in the region. The funding request by 'DOC (Taranaki)' is to cover three small DOC roads through Everett Park Scenic Reserve and Lucy's Gully Access Road.

### Prioritisation of 'regionally significant' activities – Section 5.2

The Committee will recall that at their 6 September 2017 meeting they approved the process for regional prioritisation that was recommended by the RTAG.

Essentially, as previously, the RTAG has made an assessment against regional objectives and priorities as an additional criteria alongside the NZ Transport Agency's national criteria, to recommend a regional order of priority for the Committee's consideration.

### Regionally significant activities – Section 5.3

Very few regionally significant activities have been put forward for funding in the 2018-21 period of the Plan. There are a number of significant projects already underway, which will carry on into this period, in which case they come under the 'Committed' category of the Plan (Section 5.6). Additionally, the threshold for the Minor Improvements category (now known as 'Low Cost Low Risk') has been increased nationally from \$300k to \$1M per project, which means that a greater number of improvement works will now be considered minor and not require prioritisation.

The regionally significant projects currently submitted for the 2018-21 period of the Plan, in the order of priority recommended by the RTAG for the Committee's consideration, is given below. Guidance is sought from the Committee on the priority rankings assigned.

Priority	Org.	Project	Notes
1	NZTA	<b>Waitara to Bell Block Route Improvements: SH3/3A to Waitara</b> Investigate and implement the preferred safety improvements as identified in the PBC for this section of SH3.	These projects are intricately linked, so have been ranked together as one overall 'suite'
	NZTA	<b>Waitara to Bell Block Route Improvements: Bell Block to SH3/3A</b> Investigate and implement the preferred safety improvements as identified in the PBC for this section of SH3.	
	NPDC	<b>Airport Drive Improvements</b> Realign Airport Drive and establish a new improved intersection with SH3. Thereby addressing a significant safety issue, unlocking residential growth opportunities in a high growth district and providing a better connection to the airport for tourism and economic growth.	
2	NZTA	<b>SH3/3A Hawera to New Plymouth Corridor Improvements</b> This corridor was identified as priority for investment and identified as a priority corridor for the Safe Roads team.	
3	NPDC	<b>Keeping New Plymouth Moving and Growing</b> Further exploring identified problems, including modelling NP's transportation network to understand the issues faced today and those that will be exacerbated with growth.	These projects are intricately linked, so have been ranked together as one overall 'suite'
	NZTA	To set out national, regional and metropolitan considerations affecting the operation of SHs and their interaction with adjacent local roads and land uses in NP, particularly access around the port. A suite of optimisation activities to be driven by a Network Operating Plan in partnership with the local authority.	
4	NPDC	<b>LED Streetlight Conversion</b> To convert the existing SOX/SON streetlight stock to LED streetlights, thereby reducing maintenance and renewal costs, including power charges.	



Some of the timeframes for work programmed in the draft *State Highway Investment Proposal* (SHIP) are of concern for Taranaki – refer to Sections 5.4 and 5.5. In particular, construction of the SH3 Waitara to Bell Block suite of projects appears to have been delayed further, with the reasoning provided being ‘national cash-flow issues’. This section of SH3 remains a high safety risk, with three of the worst intersections in the country – including two in the Top 20. It was given the highest regional priority by the Committee when the original RLTP was released in April 2015. At that time, the project was programmed for construction to be completed in 2018/19. This is now not programmed to even commence until 2023/24.

#### **Activities programmed outside of the life of the Plan – Section 5.4**

This new section has been created to include activities submitted to the RLTP as part of the draft 10-year *State Highway Investment Proposal* (SHIP), but which are not currently programmed to commence in the period of the Plan, which ends in June 2021.

The Committee may wish to make comment on the timing/programming of these activities.

#### **Activities included for future consideration – Section 5.5**

This is essentially the region’s wish list, which has been updated and expanded to better include tourism and resilience issues, as well as matters raised in the *Tapuae Roa: Make Way for Taranaki* economic development work currently underway in the region (notated as ‘MWFT’ within the table). These may need to be updated as development of the MWFT action plans progresses.

#### **Ten-year forecasts of expenditure and revenue – Section 6.3 and related Appendix IV**

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

All details are subject to change following LTP and SHIP processes.

### **Further matters**

As much as possible the draft RLTP will be updated/confirmed prior to the release of the draft for targeted consultation, which is currently aimed for December 2018. However, the development environment for the revised Plan is evolving rapidly, particularly given the change in Government and resulting changes in national policy direction and timeframes, which are still being worked through.

Updates and amendments that need to be made prior to April 2018 are manageable through the submission process. After that, any major amendments will need to be managed through the Plan’s Variation process (outlined in Section 7 and unchanged by the review).

#### **Delay in GPS 2018 and IAF 2018**

The Committee’s attention is drawn to the delays in release of the final GPS 2018 and IAF 2018 (as shown in the attached timeline and in the separate correspondence memorandum), as a natural consequence following the outcome of the September General Election. With the RLTP needing to be consistent with the GPS for the

corresponding period, further work is likely to be required once the GPS 2018 is released in early 2018.

### **Relationship between the RLTP and Long-Term Plans**

Members are reminded that the activities proposed for inclusion in the Plan are a draft only. The activities may be varied by the relevant organisation during the development of the Plan as each organisation goes through their own long term planning processes or if more information comes to light about a specific project.

The development of the Plan is therefore an iterative process and given the complex nature of the activities involved is considered a snapshot in time that will continue evolving.

### **National moderation of regional priorities**

After regional councils submit their approved final regional land transport plans to the Agency, the Agency will carry out a national moderation process that ranks activities nationally for eventual inclusion in the National Land Transport Programme 2015-2018. The Programme approved by the Agency will provide the basis for funding decisions over the next three years.

### **Next steps – timeline and engagement**

The review must be completed and changes submitted to the Transport Agency by 30 April 2018. An updated broad timeline for the review, alongside key national level and local planning dates, is provided in **Attachment I**. A more detailed outline is given below.

The timeline has allowed for full public engagement on the RLTP review in case it was required. As per advice received from the Ministry of Transport, full public engagement on the RLTP is only required if any of the changes made to the Plan are considered to be significant. As expected, this has not been the case, and none of the changes made to the Plan in the course of the mid-term review have triggered the Significance Policy outlined in Section 7.4.

The only guidance provided by the LTMA in relation to the review of RLTPs is in Section 18CA (2) – *In carrying out the review, the regional transport committee must have regard to the views of representative groups of land transport users and providers.*

It is therefore recommended that targeted consultation (with representatives of land transport users and land transport providers) be undertaken by email over December 2017 to February 2018. As per *Local Government Act 2002* requirements, consulted organisations will be given the opportunity to speak to the Committee should they wish to do so, with space being allocated for a 'Hearing' as part of the Committee's March 2018 meeting if required.

The timeline for the key remaining tasks in the development of the Plan is given below:

29 November 2017	RTC approves revised Draft Plan for release for consultation.
8-15 December 2017	Revised Draft Plan sent out for targeted consultation.
9 February 2018	Targeted consultation period ends.
21 February 2018	RTAG meeting - initial consideration of submissions and other changes needed.

7 March 2018	RTAG meeting - consider final Plan incorporating recommended changes.
21 March 2018 (date TBC)	RTC holds Hearing of Submissions on draft Plan (if required). RTC approves final RLTP (with amendments from Hearing) to go to the TRC for consideration.
10 April 2018 (date TBC)	TRC adopts the revised Plan.
30 April 2018	Plan must be submitted to NZTA (via online submission into TIO) where the activities will be nationally moderated for inclusion in the National Land Transport Programme 2015-18.

### **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**

Within document: Attachment I – Timeline for Taranaki RLTP Mid-term Review  
 Document 1971266: Draft RLTP 2015-21 as revised by 2017/18 mid-term review – for RTC Nov 2017 (*separate report*)

### Attachment I — Timeline for Taranaki RLTP mid-term review

#### Timeline for Taranaki RLTP Mid-term Review

Key linkages and dependencies	Jan2017	Feb2017	Mar2017	Apr2017	May2017	Jun2017	Jul2017	Aug2017	Sep2017	Oct2017	Nov2017	Dec2017	Jan2018	Feb2018	Mar2018	Apr2018	May2018	Jun2018	Jul2018	
<b>2018 Government Policy Statement (GPS)</b>		Draft GPS engagement				Final GPS ready			General Election (23Sep)					Final GPS released?						
<b>2018 Investment Assessment Framework (IAF)</b>			Draft IAF engagement											Final IAF released?						
<b>Long Term Strategic View (LTSV)</b>			Draft LTSV engagement																	
<b>2018 National Land Transport Programme (NLTP)</b>								Initial bids in TIO (31Aug)		Firm bids in TIO (20Oct)		Final bids in TIO + final AMP (16Dec)			Close off (30Apr)		Developing NLTP		Release	
<b>2018 Council Long Term Plans (LTPs)</b>						LTP planning														
<b>Taranaki Regional Economic Development (RED)</b>		RED Strategy preparation							RED Strategy release			Developing RED Action Plans								
<b>Mid-term review outline</b>	Jan2017	Feb2017	Mar2017	Apr2017	May2017	Jun2017	Jul2017	Aug2017	Sep2017	Oct2017	Nov2017	Dec2017	Jan2018	Feb2018	Mar2018	Apr2018	May2018	Jun2018	Jul2018	
Preparation for RLTP review including embedding of BCA & ONRC into AMPs																				
Review strategic front end of RLTP in light of sector changes & new requirements from NZTA																				
Undertake Investment Logic Mapping process with key stakeholders							Workshop 18Jul													
Update strategic front end of RLTP																				
Approved proposed revision of strategic policy framework (front end) of RLTP								RTAG 16Aug	RTC 6Sep											
Development of draft programmes by AOs - drafts input into TIO by 30 Sept									TIO input 30Sep											
Development of regional programme																				
Development and approval of revised draft RLTP including prioritisation of significant activities										RTAG 18Oct, 9Nov	RTC 29Nov									
Consultation on draft RLTP - targeted anticipated (full consultation if significance policy triggered)												Consultation likely 8Dec-9Feb								
RLTP hearing (if required) & deliberations															Hearing?					
RTC approval of reviewed RLTP													RTAG 21Feb, 7Mar	RTC 21Mar						
Council adoption of revised RLTP, fwd to NZTA																	TRC 10 Apr			

We are here



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

Produced by:



With assistance from:



March 2015

As revised by mid-term review November 2017

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## TABLE OF CONTENTS

Table of contents .....	ii
Foreword .....	iv
<b>1. Introduction to the plan .....</b>	<b>1</b>
1.1 Purpose and role .....	1
1.2 Area and period covered .....	1
1.3 Background and scope.....	2
1.4 Development process.....	3
<b>2. Setting the scene – the Taranaki region.....</b>	<b>4</b>
2.1 Geography .....	4
2.3 Population.....	6
2.4 Taranaki’s economy.....	7
2.5 Changes in land use patterns .....	9
2.6 The land transport network.....	10
2.7 Alternative modes.....	15
2.8 Key journeys including cross-boundary matters .....	17
<b>3. Statutory context.....</b>	<b>20</b>
3.1 Land Transport Management Act 2003 .....	20
3.2 The Plan .....	20
3.3 Other statements, strategies and plans.....	21
3.4 Plan partners and their roles.....	24
3.5 Current guiding influences.....	27
<b>4. Strategic direction .....</b>	<b>29</b>
4.1 Vision statement .....	29
4.2 Strategic direction.....	29
4.3 Taranaki’s transport issues and challenges .....	29
4.4 Land transport objectives, policies and measures .....	30
4.5 Statement of regional transport priorities .....	39
<b>5. Regional ‘Programme’ of activities.....</b>	<b>41</b>
5.1 Proposed ‘business as usual’ activities.....	42
5.2 Prioritisation process .....	45
5.3 Proposed ‘regionally significant’ activities .....	46
5.4 Activities already programmed for future iterations of the Plan.....	48
5.5 Activities included for future consideration.....	49
5.6 Approved activities not yet complete .....	52
5.7 Activities proposed to be varied, suspended or abandoned .....	52
5.8 Accelerated Regional Rooding Package .....	52
5.9 Regional Improvements Activity Class.....	53
5.10 Activities of inter-regional significance .....	53
<b>6. Funding the RLTP .....</b>	<b>54</b>
6.1 Proposed funding sources .....	54
6.2 The future without regionally dedicated funds .....	56
6.3 Ten-year forecast of expenditure and revenue .....	57
6.4 National moderation and allocating of funding .....	59
6.5 Activities to be funded from other sources .....	59
<b>7. Monitoring, reviews and variations.....</b>	<b>60</b>
7.1 Monitoring the Plan.....	60
7.2 Review of the Plan.....	60
7.3 Variations to the Plan .....	60
7.4 Significance policy in relation to Plan variations.....	61
<b>Glossary of terms and acronyms.....</b>	<b>62</b>
<b>Appendix I: Legislative content requirements of RLTP .....</b>	<b>66</b>
<b>Appendix II: Assessment of statutory compliance .....</b>	<b>68</b>
<b>Appendix III: Assessment of the relationship with Police activities .....</b>	<b>70</b>
<b>Appendix IV: 10-year expenditure forecasts .....</b>	<b>72</b>
<b>Appendix V: Plan development and consultation process .....</b>	<b>75</b>
<b>Appendix VI: Investment logic diagram .....</b>	<b>76</b>
<b>Appendix VII: State Highway 43 joint statement .....</b>	<b>77</b>
<b>Appendix VIII: Maps of key regional routes.....</b>	<b>78</b>



**List of figures**

Figure 1: The Taranaki region – location and local government boundaries..... 1  
 Figure 2: Major landforms of Taranaki..... 4  
 Figure 3: Overview of Taranaki’s current regional land transport network..... 12  
 Figure 4: Taranaki’s rail network..... 13  
 Figure 5: Taranaki’s strategic inter-regional corridor links..... 17  
 Figure 6: Changes in funding Activity Classes..... 55  
 Figure 7: Summary of development and consultation process..... 72  
 Figure 8: Investment logic diagram..... 76  
 Figure 9: Map of Taranaki’s key regional routes..... 79

**List of tables**

Table 1: Taranaki’s roading network statistics ..... 10  
 Table 2: Summary of Taranaki’s land transport issues, objectives and policies.. 40  
 Table 3: Proposed ‘business as usual’ activities in the Taranaki region..... 41  
 Table 4: Regionally significant activities proposed for funding from the NLTF in the 2018-2021 period..... 46  
 Table 5: Regionally significant activities proposed for funding from the NLTF outside of the 2018-2021 period..... 48  
 Table 6: Activities for future consideration..... 49  
 Table 7: 10-year forecast summary of anticipated regional expenditure by year. 57  
 Table 8: 10-year forecast summary of anticipated regional expenditure and funding sources..... 58  
 Table 9: Assessment of the Plan’s compliance with Section 14 of the LTMA..... 68  
 Table 10: Police resourcing for land transport activities in Taranaki..... 70  
 Table 11: 10-year Activity Class expenditure forecasts by organisation (\$)..... 72  
 Table 12: Breakdown of expected funding source for the 10-year expenditure forecasts..... 74

## FOREWORD

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

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

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

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

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

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

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

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

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

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

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



Councillor Craig Williamson

Chair, Regional Transport Committee for Taranaki



## 1. INTRODUCTION TO THE PLAN

### 1.1 Purpose and role

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

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

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

The purpose of the Plan is to:

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

### 1.2 Area and period covered

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

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

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

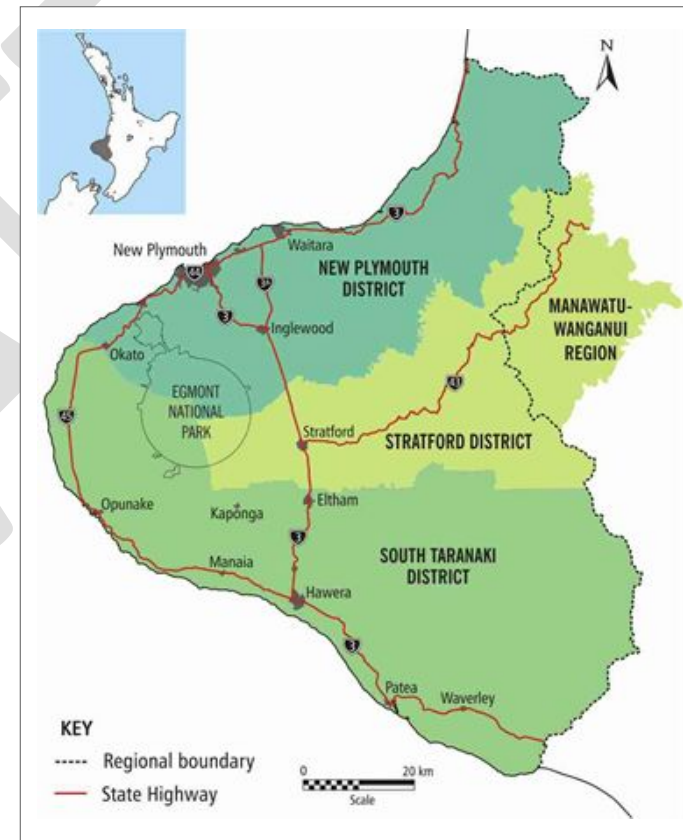


Figure 1: The Taranaki region – location and local government boundaries

### Period covered

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

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

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

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

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

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

### 1.3 Background and scope

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

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

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

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



Strategy + Programme

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

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

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

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

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

## 1.4 Development process

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

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

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

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

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



## 2. SETTING THE SCENE – THE TARANAKI REGION

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

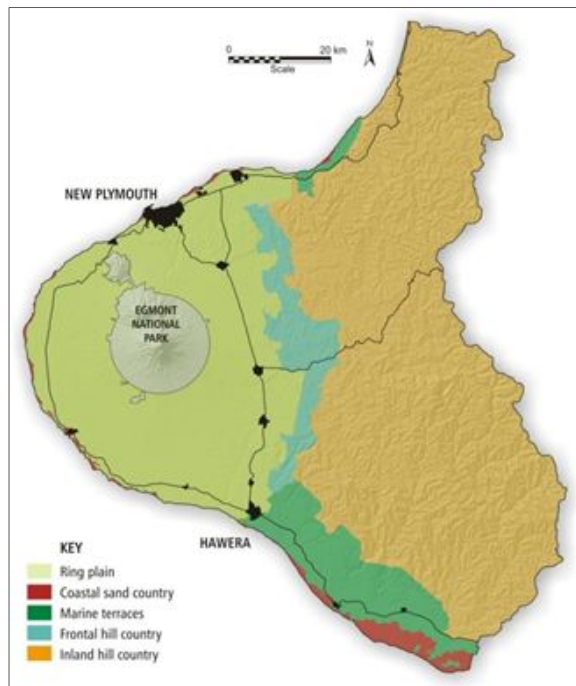


Figure 2: Major landforms of Taranaki

### 2.1 Geography

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

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

#### Physical geography

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

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

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

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

### Climate and natural ground resources

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



### Local government boundaries

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

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

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

## 2.3 Population

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

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

Taranaki's total population was 109,609 at the 2013 Census – an increase of 5.3% since the 2006 Census. The region has 2.6% of the New Zealand's population, ranking it 10<sup>th</sup> in population size out of the 16 regions. The New Plymouth District recorded a 7.7% increase in population over this same period, with Bell Block, Highlands Park and the Barrett Zone being key growth areas. *<add NP high growth area>*

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

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

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

### Iwi

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

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





## 2.4 Taranaki's economy

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

Since 2004, economic growth in Taranaki has been consistently above the national growth rate – and this is projected to continue<sup>1</sup>. The region leads the nation in the amount of GDP generated per capita. Significant contributors to the region's economy are outlined below.

### Agriculture

The following are the major agricultural industries in Taranaki:

- Dairying dominates farming in Taranaki, particularly on the ring plain. Milk processing in Taranaki is now concentrated at one site – Fonterra's Whareroa site near Hawera. Other major agricultural processing industries are based at Kapuni (Fonterra Kapuni and Ballance Agri-Nutrients), and Eltham (Mainland Products and Pastoral Foods). In addition to direct farm income from milk production, the added value resulting from the processing of milk, whey and cheese manufacturing is a significant contributor to employment. Milk production in Taranaki has increased by 11% from 2006/07 to 2011/12<sup>2</sup>, mainly due to the increasing use of supplementary feed that is imported through Port Taranaki.
- Sheep and beef farming is concentrated in the eastern hill country and plays an important part in the regional economy. The largest meat processing works are located at Eltham (Riverlands Eltham Ltd), Hawera and Waitotara (Silver Fern Farms Ltd).
- Taranaki has a significant and expanding poultry industry. It is the major poultry meat producing region in New Zealand, involving all

<sup>1</sup> Taranaki Industry Projections 2013-2036, November 2014

<sup>2</sup> National Freight Demand Study, March 2014, p28

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

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

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



### Forestry

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

ports for export – having significant impact on local roads in particular. Volumes of logs exported through Port Taranaki have increased tenfold from 2006/07 to 330,000 tonnes in 2011/12<sup>3</sup>. The volume was harvested from the Taranaki and Whanganui regions. Forests ready for harvesting are forecast to potentially peak in Taranaki over the next 10 to 20 years<sup>4</sup> before reducing to or less than current levels.

### Oil and gas

The oil and gas industry is a major contributor to the regional economy and is of strategic importance to New Zealand<sup>5</sup>. The Taranaki Basin is currently New Zealand's only commercial hydrocarbon producing area, with the onshore Kapuni and the offshore Maui fields making up the major part of New Zealand's natural gas resources.

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



<sup>3</sup> National Freight Demand Study, March 2014, p206

<sup>4</sup> National Exotic Forest Description, 1 April 2013, Table 9.7

<sup>5</sup> Taranaki Industry Projections 2013-2036, November 2014

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

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

### Manufacturing

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

### Engineering

Taranaki is recognised as New Zealand's premier region for engineering. The specialist services of engineering, manufacturing and design have established an enviable record for their mechanical and electrical fabrication, engineering design and project management, and comprehensive support services for the industry. The land transport network plays an important role in supporting this industry through the provision of rail links, port facilities, and the roading network.

## Tourism and events

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



## 2.5 Changes in land use patterns

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

The New Plymouth District has experienced relatively high levels of greenfields residential development in the Bell Block, Highlands Park and Barrett Road areas. In the next 20 years it is predicted that between 250 and 300 new homes will be built each year throughout the district. The New Plymouth District Council's *Strategic Transportation Study 2008* concluded that New Plymouth's topography will limit westward and southern development - future growth therefore is to be accommodated northeast of the city. <insert commentary around NPS Urban Growth...>

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

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

## 2.6 The land transport network

### Existing transport infrastructure

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

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

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

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

Maps of key regional routes are provided in Appendix VIII.

### Taranaki’s roading network

In total there are 3,916 kilometres of roads in Taranaki, of which 3,168 kilometres (82%) are sealed. The network is made up of 391 kilometres (10%) of state highways and 3,504 kilometres (90%) of local roads, of which around 77% are local rural roads. There are 298 bridges on state

highways (including one single-lane bridge at the Stratford cemetery on SH43) and 707 bridges on local roads, of which 432 are single-lane. This equates to Taranaki roads having a bridge approximately every four kilometres. Furthermore, there are 710 kilometres of ‘paper roads’<sup>6</sup> in the New Plymouth District, 700 kilometres in Stratford and 631 kilometres in South Taranaki.

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

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

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

<sup>6</sup> A ‘paper road’ is a legal road that has not been formed, or is only partly formed. Legally it is a road and members of the public have right of access to travel it – though there may be logistical issues involved to do so. Also known as an ‘unformed legal road’ (ULR).

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

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

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

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

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



Regional Land Transport Plan for Taranaki 2015/16–2020/21 — as revised by 2017/18 mid-term review

### Heavy vehicles <check status of HPMV routes>

A significant proportion of freight in the region is carried by heavy vehicles using both the state highway and local roads network. To increase the productivity of the road transport and move more freight on fewer vehicles, the Land Transport Rules have been amended. A High Productivity Motor Vehicle (HPMV) permit is available to carry between 44 to 62 tonnes on identified routes and a 50MAX network-wide permit is available to travel at 50 tonnes over 9 axles throughout the entire network, with the exception of structures specifically excluded. The region as a whole has embraced freight efficiency through joining up to provide HPMV and 50MAX where appropriate. All of SH3 in Taranaki is available to 50MAX and the majority is available to HPMV with a current schedule of work for the balance of SH3 over the next financial year. Previous studies have shown that there is a comparatively high heavy vehicle intensity on Taranaki's roads, which can result in adverse impacts on local communities as well as increased rate of wear and tear on the roading network.

### Freight movements

Taranaki relies heavily on freight transport by road (95% of all freight movements from Taranaki in 2012<sup>8</sup>), with rail and coastal shipping also playing a role in moving freight within and into/out of the region. Short intra-regional freight trips are predominantly by road, whereas rail is used for medium length inter-regional trips and coastal shipping is used for long distance inter-regional trips (or to avoid large urban agglomerations). However, this may also be a result of either the commodity mixtures carried into/out of the region and the relatively low time criticality of some commodities, or the relatively good infrastructure provision in the rail and maritime industries in the region.

<sup>8</sup> National Freight Demand Study, March 2014, p193



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

### Rail network

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

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

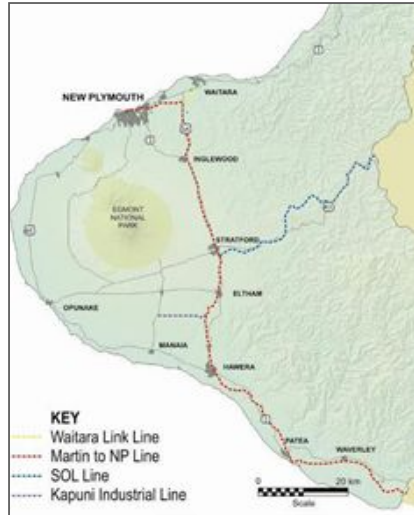


Figure 4: Taranaki's rail network

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

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

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



**Sea links** <expand on Blue Highway here, p19 and/ or in s4>

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

The Port is a key transport network hub for the Taranaki region and a major contributor to the economy. Investigations have indicated a Western Blue Highway (providing links to the South Island and eastern ports of Australia) could be viable. Future developments associated with cruise ship infrastructure at Port Taranaki could also enable opportunities to connect with this growing market.



**Air links**

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

<add in commentary on changes to NP airport including second carrier (JetStar), redevelopment plans and related infrastructure impacts here or in s4>



## 2.7 Alternative modes

### Passenger transport services

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

The Taranaki Regional Council is the organisation responsible for planning for, and contracting of, public transport services in the region. Contracted bus services operate in New Plymouth, Bell Block, Waitara and Oakura urban areas and once-a-week inter-town bus services operate from smaller rural centres such as Waverley, Manaia and Opunake.

The Council partnering with the Taranaki District Health Board (TDHB), Western Institute of Technology at Taranaki (WITT) and local councils funded the Hawera to New Plymouth (Connector) bus service on a two-year trial from February 2014. <update funding for Connector and how pleasingly now sits within BAU activities>. The route along State Highway 3 provides a vital connection between south and north Taranaki. The Monday to Friday service operates four return services per day.

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

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

<note electronic ticketing developments>



## Walking and cycling

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

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

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

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



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

*Let's Go – Walk Ride Bus* is all about getting people in New Plymouth district to choose walking, riding or taking the bus over using cars for short trips. *Let's Go* encompasses both infrastructure changes, such as pathway upgrades, as well as attempts at changing people's attitude and behaviour through things like cyclist skills training, travel planning, events and competitions. The project has had wide-ranging successes.

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



## 2.8 Key journeys including cross-boundary matters

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

The key strategic corridors are:

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

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

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

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

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

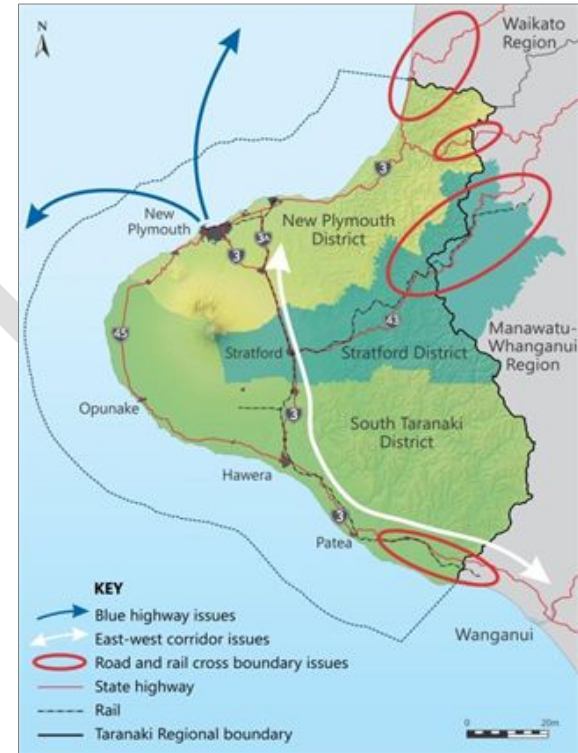


Figure 5: Taranaki’s strategic inter-regional corridor links

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

### Waikato cross-boundary corridors

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

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

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

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

<update on improvement works>



### Manawatu-Wanganui cross-boundary corridors

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

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

**East-West Transport Corridor:** This is a multi-modal (i.e. road and rail) transport corridor that moves goods across the country (presently mainly logs and fertiliser from the Hawke's Bay and Whanganui to Taranaki), providing efficiencies through the supply chain. There are also significant movements of dairy product along this corridor, particularly via rail. Milk is conveyed from the processing facilities at Oringi and Longburn to the Whareroa plant in Hawera (though this is likely to decline with the expected upgrade of Fonterra's Pahiatua site with a new milk powder dryer in 2015). There is also a large West-East counter flow from Taranaki, particularly export goods to other North Island ports, with strong volumes through Port of Napier. Other movement of cargo to Taranaki depends on the inter-regional transport network, frequency of shipping services and the relative competitive position between Port Taranaki and CentrePort, Port of Tauranga and Ports of Auckland.

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

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

### Coastal cross-boundary corridors

**Western Blue Highway proposals:** inter-regional domestic freight carried by coastal shipping has the potential to increase freight through Port Taranaki. The Taranaki region has therefore supported investigations by Port Taranaki into opportunities for allowing ro-ro (roll-on/roll-off) ships to berth at Port Taranaki, hence allowing for the carriage of truck and trailer units/containers between New Plymouth and Nelson. It is anticipated that this proposal would trigger an increased use of rail freight, along with an increase in heavy goods vehicles travelling along State Highway North of New Plymouth to Hamilton and Auckland. <expand on this section – resilience / SH3 nth / MWFT>



## 3. STATUTORY CONTEXT

### 3.1 Land Transport Management Act 2003

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

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

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

### 3.2 The Plan

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

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

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

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

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

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

### 3.3 Other statements, strategies and plans

#### Connecting New Zealand

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

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

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

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

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

<reference NZTA's development of Long Term Strategic View>

#### Government Policy Statement on Land Transport <update GPS2018>

The Government Policy Statement on Land Transport (GPS) is a document issued by the Minister of Transport every three years. It is the Government's primary tool to communicate what it wants to achieve in land transport, and how it expects to see funding allocated between types of activity (such as roading, public transport and road safety) across the land transport system.

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

The finalised *Government Policy Statement on Land Transport 2015* (GPS 2015) was issued by the Minister of Transport on 18 December 2014. This confirmed the Government's strategic direction for land transport is to pursue improved performance from the land transport system by continuing to focus on three core priorities:

- economic growth and productivity
- road safety
- value for money.

The GPS also sets out national land transport objectives and the long term results the Government wishes to achieve under each objective. The objectives seek a land transport system that:

- addresses current and future demand for access to economic and social opportunities
- provides appropriate transport choices
- is resilient
- is a safe system, increasingly free of death and serious injury
- mitigates the effects of land transport on the environment

- delivers the right infrastructure and services to the right level at the best cost.

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

The Transport Agency must give effect to the GPS when forming the National Land Transport Programme. The *Investment Assessment Framework (IAF)* is the method by which the Agency gives effect to the GPS by detailing the criteria against which investment decisions will be made. The draft IAF 2015 which covered the preliminary development of this Plan was released in mid-September 2014. The final IAF 2015 was released on 19 December 2014.

<update for new direction of GPS 2018 when available>

### National Land Transport Programme

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

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

To be included in the NLTP activities have to be:

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

<reference NZTA's development of Long Term Strategic View>



### Regional Policy Statement for Taranaki

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

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



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



### Long-Term Plans

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

The programme activities outlined in this document for inclusion in this Plan, for the midterm review, are those submitted to the Committee as at [12 November 2017](#). These are based on each organisation's own draft

LTP for the period corresponding with the Plan. As such, these activities may be varied or withdrawn by the relevant approved organisation at any time, as each organisation reassesses their own priorities and options during their internal and public consultation processes. This refinement of activities is required as each council goes through their own LTP development, or as more information becomes available about a specific project proposed. This is often particularly the case with estimated costs. As such, **the development of the Plan is very much an iterative process and given the complex nature of the activities involved is considered to be a snapshot in time that will continue evolving.**

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

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

### 3.4 Plan partners and their roles

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

#### New Zealand Transport Agency

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

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

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

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

#### Taranaki Regional Council

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

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

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



### **Regional Transport Committee for Taranaki**

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

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

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

### **Territorial Authorities**

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

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

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

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

### **New Zealand Police**

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

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

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

### **KiwiRail**

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

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

### Regional Transport Advisory Group for Taranaki

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

### Roadsafe Taranaki

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

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

#### What are 'approved organisations'?

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

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

### Department of Conservation

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



### 3.5 Current guiding influences

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

#### The Business Case Approach

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

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

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

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

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

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

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

#### One Network Roading Classification

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

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

The ONRC project has three elements.

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

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

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

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

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

More information on the ONRC is available at - [www.nzta.govt.nz/projects/road-efficiency-group/index.html](http://www.nzta.govt.nz/projects/road-efficiency-group/index.html).

### Funding Assistance Rate Review

The Transport Agency has been undertaking a wide-ranging review of the Funding Assistance Rates (FAR) provided by central government for land transport activities. The FAR determines 'how the costs are split' between local authorities (local communities) and the National Land Transport Fund (direct land transport system users) in providing and maintaining the country's land transport network. This is a critical review, because it concerns how the Agency calculates the rate at which they co-invest in activities. This directly impacts on the level of Agency funding of all local authorities and therefore the amount of local share to be funded by ratepayers. A range of FAR Review outcomes were announced in November 2014, with resulting significant changes for approved organisations nationally. Some of these changes have been positive for two of the four organisations in the region, who will be receiving a higher overall FAR going forward. The review of some FAR, for example those relating to Special Purpose Roads (SPR) and Total Mobility services, will be ongoing during the 2015-18 period.

*<update section to include Make Way for Taranaki, as well as technology advances and changing GPS direction as result of new Government>*



## 4. STRATEGIC DIRECTION

### 4.1 Vision statement

The overall vision for land transport in Taranaki is –

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

### 4.2 Strategic direction

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

*Improved roading, with an increased provision for alternative modes.*

This preferred strategic direction involves:

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

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

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

### 4.3 Taranaki's transport issues and challenges

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

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

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

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

#### 4.4 Land transport objectives, policies and measures

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

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

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



Issues and challenges	Objective and policies	Measures (methods)
<h2>2. Facilitating growth and economic development</h2>		
<p>The transport system needs to support economic development opportunities in the region, and contribute to the accessibility and efficiency of business activities and employment. This will enable the Taranaki region to maximise its contribution to national economic growth and productivity.</p> <p>Taranaki’s economy is expected to continue growing at a faster rate than the national economy over the next 30 years with employment and GDP projections in the oil and gas industry significant contributors to this growth. Further growth is expected in agriculture, forestry and tourism. Taranaki currently has the highest GDP per capita in New Zealand.</p> <p>Taranaki may also become a key freight access point through the development of a ‘Western Blue Highway’ proposal which could see an expanded coastal shipping service along the west coast of New Zealand and between the South and North Islands from Nelson to New Plymouth. An ‘East-West’ corridor to Port Taranaki could also contribute to economic growth and productivity. This would be a multi-modal (road and rail) transport corridor that moves goods from the main production regions of the central North Island to Port Taranaki and from there to markets in Australia and Asia. &lt;reference resilience / earthquakes&gt;</p> <p>The transport network needs to be able to transport people and goods to, from and within the region safely, reliably and efficiently and without unnecessary restrictions or delays at all times – both now and in the future. The levels of service required to maintain the network, combined with the topographical nature of Taranaki and the fact that there are only two state highway routes entering/leaving the region (SH3 north and south and SH43 east), means that investment in maintenance and renewals of state highways is of major interest.</p> <p>There are road and rail network constraints on vital inter-regional corridors which are impacting on Taranaki’s ability to enhance its economic performance - on SH3 north of New Plymouth in particular.</p> <p>Taranaki experienced 5.3% population growth over the last census period (2006–2013), placing it tenth in population out of 16 regions in New Zealand. Stratford and South Taranaki saw small gains in population but New Plymouth experienced</p>	<p><b>An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.</b></p> <p><b>Policies:</b></p> <ul style="list-style-type: none"> <li>▪ Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.</li> <li>▪ Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.</li> <li>▪ Ensure those roads in the region serving tourism and the productive sector are fit for purpose.</li> <li>▪ Protect and promote the existing rail</li> </ul>	<ul style="list-style-type: none"> <li>▪ Recognising the role of an effective, efficient, integrated land transport infrastructure to lead or promote continued economic development and investment in agriculture, forestry, mining and quarrying (particularly oil and gas), engineering and tourism.</li> <li>▪ Continuing incremental improvements to the overall performance of the whole transportation network, including rail, air and sea linkages – a one network approach.</li> <li>▪ Ensuring a fit for purpose standard of transport infrastructure that will not only maintain but also enhance economic development in the region.</li> <li>▪ Maintaining inter-regional corridors to ensure continued economic development opportunities.</li> <li>▪ Improving inter-regional reliability and route security (i.e. State Highway 3 north and south bound and State Highway 43).</li> <li>▪ Providing reliable land transport linkages to air and sea modes, including to and from New Plymouth airport, corridor protection of State Highway 44 (or a suitable alternative if feasible) to Port Taranaki, taking into consideration the possible expansion of Port and airport operations and facilities.</li> <li>▪ Recognising the impact of inland freight hub developments.</li> <li>▪ Promoting and supporting the sealing of SH43.</li> <li>▪ Ensuring current and future reliability of the rail network to accommodate anticipated growth in freight movements.</li> <li>▪ Identifying future growth pressures on the network and forward planning to address those pressures, including the impact of subdivision development.</li> <li>▪ Identifying and addressing congested areas on the network particularly around New Plymouth.</li> <li>▪ Improving the efficiency and effectiveness of existing networks for all transport modes (including rail, air and sea). This includes enabling</li> </ul>

Issues and challenges	Objective and policies	Measures (methods)
<p>7.7% population growth. The region as a whole is also experiencing solid tourism growth, particularly through New Plymouth airport, which is compounding growth issues.</p>	<p>corridors.</p>	<p>more freight on fewer trucks through the national HPMV and 50MAX programmes.</p> <ul style="list-style-type: none"> <li>▪ Addressing any deterioration in road surfaces and conflicts between heavy vehicles and other road users arising from industry growth.</li> </ul>



Issues and challenges	Objective and policies	Measures (methods)
<h3>3. Reducing the safety risk on Taranaki’s transport network</h3>		
<p>Fatalities and casualties from road and rail crashes impose high social and economic costs on the region and country. The <i>Safer Journeys</i> vision of 'a safe road system increasingly free of death and serious injury' recognises that while mistakes are inevitable and we can never prevent all road crashes from happening, we can work collaboratively and attempt to stop crashes from resulting in death and serious injury.</p> <p>Improving safety and personal security is important for all mode users; with safety concerns (both perceived and real) being a barrier to greater use of walking and cycling. The concept of protecting vulnerable road users such as pedestrians and cyclists has been overtaken by a safe systems approach to road safety whereby the aim is to make roads and roadsides safer for all road users – be they motorists, motorcyclists, pedestrians, cyclists, horse-riders or another mode.</p> <p>Taranaki is experiencing steady growth in vehicle kms travelled, along with an increasing population. Several intersections have become high risk with the increase in traffic volume – with the New Plymouth district containing 3 of the country’s Top 100 High Risk State Highway Intersections.</p> <p>Taranaki does not have a good road safety record, with a range of issues involved. The contributing factors in crashes over the last 10 years have remained constant with alcohol, speed, loss of control and intersections showing in crash data. Recidivist drink drivers have been identified as a serious concern in Taranaki and programmes have been developed to start educating and changing the behaviour of recidivist drink drivers. The safety of vulnerable road users has made an unwanted appearance over the last 5 years, in particular motorcyclists and pedestrians (6 pedestrians were killed in 2014) while older drivers have started to feature prominently in road crash reports during that same time. Recent law changes and continuous road safety education in schools has helped reduce young driver crash statistics. However, this will need to be an ongoing area of focus to further reduce young driver crashes as new drivers gain their licence. All these issues factor heavily in Roadsafe Taranaki’s collaborative road safety education programmes for the period of the Plan. &lt;awaiting RSAP feedback&gt;</p> <p>&lt;Speed Management Guide release&gt;</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 Central Region of a reduction in fatalities of around 40% and serious injuries of 25% by 2020.</li> </ul>

Issues and challenges	Objective and policies	Measures (methods)
<h4>4. Maintaining and improving accessibility and travel options throughout the region</h4>		
<p>Transport is about access and participation. It makes sense to look for ways that people can access what they need as efficiently as possible, in a way that is economically, environmentally and socially sustainable for our region’s communities. In particular, Taranaki’s residents need to be able to access essential services (have good connectivity), be they within or outside of the region. This is especially relevant in relation to public health services for our communities, with regional health services primarily based at New Plymouth hospital, while more comprehensive specialist services are predominantly outside of the region in Hamilton – meaning inter-regional travel north on SH3 is vital. Centralisation of other social services such as tertiary education similarly requires travelling to New Plymouth or beyond the region’s boundaries. Transport is a vital enabler of social interaction, as well as of change, growth and development.</p> <p>Significant numbers of residents are travelling between north and south Taranaki to access employment or education outside of their resident district. This brings related challenges/opportunities for service and infrastructure provision to support these work/live patterns.</p> <p>Demographic aspects of the Taranaki region (including relatively low and dispersed populations) has implications for the provision of cost effective and viable public transport services and increased mobility. Taranaki has higher proportions of elderly and youth than the national average and this is likely to continue. This has a corresponding responsiveness challenge of ensuring that the transport needs of these groups, who are more likely to rely on public transport for access to schools and health services etc., are met now and in the future. Further, a changing demographic profile (a generally ageing population with a growth in urban areas as there is a move in population from rural to urban centres) is driving different transport needs across the region, presenting challenges in planning and funding appropriate transport responses to ensure mobility is maintained. Restricted funding for public transport means other transport solutions will be needed.</p> <p>In transport, as in any network, managing demand can be a cost-effective alternative to increasing capacity. A demand management approach to transport also has the potential to deliver better environmental outcomes, improved public health, stronger</p>	<p><b>A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.</b></p> <p><b>Policies:</b></p> <ul style="list-style-type: none"> <li>▪ Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services.</li> <li>▪ Optimise existing capacity in the transport network through travel demand management measures and improved use of technology.</li> <li>▪ Ensure a range of travel options are</li> </ul>	<ul style="list-style-type: none"> <li>▪ Promoting the development of secure, reliable and efficient land transport infrastructure to provide appropriate access to public health services and facilities.</li> <li>▪ Improving access to public health services and facilities, employment or social services, and therefore social interaction.</li> <li>▪ Ensuring that opportunities for access to health, education, employment and leisure activities are catered for.</li> <li>▪ Providing efficient, reliable, cost effective and viable public transport services in the region.</li> <li>▪ Providing safe walking/cycling infrastructure and services.</li> <li>▪ Promoting active modes of transport (e.g. walking and cycling) and hence increased opportunities for physical activity and social interaction.</li> <li>▪ Supporting the Let’s Go project aims of enabling, educating and encouraging people to make the shift from cars to walking and cycling.</li> <li>▪ Recognising the needs of the transport disadvantaged (e.g. those that do not have access to a private motor vehicle).</li> <li>▪ Encouraging use of alternative transport modes that would enhance public health and safety, and minimising conflicts between traffic types.</li> <li>▪ Promoting the use of travel demand management tools to make better use of existing transport capacity.</li> <li>▪ Developing opportunities for greater travel choice in the region and a range of alternatives to the private motor vehicle.</li> <li>▪ Considering the needs of all users (particularly the elderly, young, or those with impairments) when developing new public transport initiatives, walking and cycling infrastructure and roading infrastructure.</li> <li>▪ Providing multi-modal travel choices for our communities in a</li> </ul>

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



Issues and challenges	Objective and policies	Measures (methods)
<h2 style="text-align: center;">5. Ensuring network resilience and responsiveness in the context of internal and external pressures</h2>		
<p>The regional land transport system is vulnerable to global, national, regional and sub-regional pressures, both economic and environmental, which present challenges for providing efficient and resilient networks.</p> <p>Lifelines are the essential infrastructure and services that support the life of our community - water, wastewater and stormwater, electricity, gas, petroleum, telecommunications, and transportation networks including road, rail, airports and ports. Identifying key regional infrastructure vulnerabilities and interdependencies is a crucial aspect of providing a resilient land transport system. Robust assets or satisfactory alternative service continuity arrangements are key. &lt;add Taranaki Lifelines Vulnerabilities Study, &amp; link of earthquakes to Blue Highway&gt;</p> <p>&lt;note very real threat of volcanic activity from Mt Taranaki&gt; &lt;Sea level rise issues&gt;</p> <p>Global climate change is expected to result in more severe weather events that could have significant impacts on transport networks and infrastructure. Resilience is already an issue on SH3 north, but the ability to protect routes such as SH3 north which provide key lifeline functions will become both more challenging and more essential over time. Planning is needed now in respect of climate change effects to ensure resilient infrastructure.</p> <p>The ability to respond to growth changes is far slower than the growth and resulting issues created. Flexibility is needed (lead versus lag infrastructure) to respond more quickly and to predict issues – yet funding is difficult to access until problems are already evident.</p>	<p><b>A land transport system that is robust, responsive to changing needs and resilient to external influences.</b></p> <p><b>Policies:</b></p> <ul style="list-style-type: none"> <li>▪ Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change.</li> <li>▪ Protect routes with lifeline functions.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Identifying potential network resilience issues and taking steps to remedy these.</li> <li>▪ Ensuring that roading structures carrying key lifeline utilities are reliable.</li> <li>▪ Ensuring appropriate transport incident management processes are in place.</li> <li>▪ Supporting the Taranaki Lifelines Advisory Group in identifying key regional infrastructure vulnerabilities and preparing for any infrastructure outage incidents.</li> <li>▪ Reduce infrastructure outage risks and minimise restoration time when outages occur.</li> <li>▪ Promoting the retention and maintenance of the SOL railway line to enable future opportunities to be realised.</li> <li>▪ Supporting initiatives that provide greater flexibility to address emerging issues in a proactive way.</li> </ul>



Issues and challenges	Objective and policies	Measures (methods)
<h2>6. Reducing negative environmental and community impacts arising from transport</h2>		
<p>Transport is currently responsible for about one-fifth of New Zealand’s climate changing greenhouse gas emissions and these are anticipated to increase over time. An increased use of alternative and energy efficient transport modes is needed to combat transport emissions.</p> <p>It is anticipated that oil prices will rise over the next 30 years with access to cheap oil supplies diminishing. The resulting fuel price fluctuations could result in significant social and economic impacts. Communities that have a well-integrated range of transport options available will be more resilient to external influences such as fuel price changes.</p> <p>The construction, maintenance and operation of the land transport system can have significant adverse impacts on the surrounding environment. The transport system also uses increasing volumes of non-renewable resources such as land, aggregates and fuel, which means (if not managed appropriately), it will become increasingly unsustainable.</p> <p>&lt;add commentary on technology advances&gt;</p> <p>&lt;note Govt sign up to COP21 Climate Change&gt;</p>	<p><b>An energy efficient and environmentally sustainable land transport system.</b></p> <p><b>Policies:</b></p> <ul style="list-style-type: none"> <li>Ensure transport efficiencies, promote alternative modes and manage transport demand.</li> <li>Encourage development of infrastructure and technology that promotes the use of alternative vehicle types (e.g. electric vehicles).</li> </ul>	<ul style="list-style-type: none"> <li>Promoting energy efficiency, particularly via the promotion of alternative modes of transport, and alternative fuels.</li> <li>Supporting land transport initiatives, projects or activities that reduce greenhouse gas emissions arising from the land transport network, such as through walking, cycling and public transport or enhanced network efficiency.</li> <li>Encouraging and supporting more energy efficient transport modes such as walking, cycling, public transport services and increased vehicle occupancy.</li> <li>Promoting land use and transport planning initiatives that reduce the need to travel.</li> <li>Addressing adverse environmental effects associated with transport, including emissions to air, noise and vibrations and the discharge of water pollutants from road runoff.</li> <li>Ongoing consideration of possible heavy vehicle bypass routes of residential/commercial areas where appropriate.</li> </ul>



Regional Land Transport Plan for Taranaki 2015/16–2020/21 — as revised by 2017/18 mid-term review

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



## 4.5 Statement of regional transport priorities

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

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

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



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

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

## 5. REGIONAL 'PROGRAMME' OF ACTIVITIES

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

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

### Proposed 'business as usual' activities

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

### Proposed 'regionally significant' activities

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

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

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

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

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

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

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

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

### 5.1 Proposed 'business as usual' activities

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

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

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

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

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

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

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

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

## Regional Transport Committee - Mid-term review of the Regional Land Transport Plan 2015/16 - 2020/21

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

Regional Transport Committee - Mid-term review of the Regional Land Transport Plan 2015/16 - 2020/21

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

## 5.2 Prioritisation process

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

The Committee adopted the following process for this:

### 1. Significant activities to be prioritised

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

### 2. Assessment against the Transport Agency's national criteria

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

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

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

### 3. Assessment against regional objectives and priorities

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

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

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

### 4. Order of priority of significant activities

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

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

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

### 5.3 Proposed 'regionally significant' activities

Table 4 below outlines the activities proposed for inclusion in the revised Plan that have been classed as 'regionally significant'. These are listed in the order of priority assigned by the Committee.

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

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

<sup>11</sup> Refer to Table 7 for the name of the Activity Class that relates to each code

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

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



Regional Transport Committee - Mid-term review of the Regional Land Transport Plan 2015/16 - 2020/21

Project	Org.	Activity Class <sup>11</sup>	Phase <sup>12</sup>	Expected start & duration (months)	Total cost estimate (\$)				Further expenditure forecasts (\$) outside of 6-year RLTP period							Expected funding sources (& FAR)	National profile	Link to policies <sup>13</sup>	Regional fit	Regional priority
					NLTP 2018-21			Total for 6 year RLTP	NLTP 2021-24			NLTP 2024-27								
					2018/19	2019/20	2019/21		2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28					
<b>SH3/3A Hawera to New Plymouth Corridor Improvements</b> This corridor was identified as priority for investment and identified as a priority corridor for the Safe Roads team.	NZTA	13	Pre-implmntn	Jul2018 (6)	137,669	-	-	137,669	-	-	-	-	-	-	-	N (100%)	H 1*	S1-S3 A1-A3	H	2
			Implemntn	Jan2019 (18)	153,900	205,200	-	359,100	-	-	-	-	-	-	-	N (100%)				
			Property	Jul2019 (12)	-	513,000	-	513,000	-	-	-	-	-	-	-	N (100%)				
<b>Keeping New Plymouth Moving and Growing</b> Further exploring identified problems, including modelling NP's transportation network to understand the issues faced today and those that will be exacerbated with growth.	NPDC	1	Programme BC	Jul2018 (12)	400,000	-	-	400,000	-	-	-	-	-	-	N (51%) & L	H -	I1-I2 S1-S2 A1-A3 R1-R2 F1-F2			
To set out national, regional and metropolitan considerations affecting the operation of SHs and their interaction with adjacent local roads and land uses in NP, particularly access around the port. A suite of optimisation activities to be driven by a Network Operating Plan in partnership with the local authority.	NZTA	13	1	Programme BC	Jul2018 (12)	153,900	-	-	153,900	-	-	-	-	-	-	N (100%)	M -  H 1-2.9	G1-G3 A1-A3 E1-E2	M	3
			13	Detailed BC	Jul2024 (12)	-	-	-	-	-	-	179,511	-	-	-	N (100%)				
			13	Pre-implmntn	Jul2025 (12)	-	-	-	-	-	-	-	367,547	-	-	N (100%)				
			13	Implemntn	Jul2026 (24)	-	-	-	-	-	-	-	-	375,739	8,292,692	N (100%)				
<b>LED Streetlight Conversion</b> To convert the existing SOX/SON streetlight stock to LED streetlights, thereby reducing maintenance and renewal costs, including power charges.	NPDC	12	Construction	Jul2018 (24)	1,000,000	1,000,000	-	2,000,000	-	-	-	-	-	-	N (51%) & L	H 5+	E1 S3 A1	M	4	

### 5.4 Activities already programmed for future iterations of the Plan

Table 5 below outlines activities put forward as part of the 10-year State Highway Investment Proposal (SHIP), but which are not currently programmed to commence in the period of the Plan, which ends in June 2021. <Does the RTC wish to input comments on the timing/programming of any of these?>

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

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

## 5.5 Activities included for future consideration

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

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

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

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

**Table 6: Activities for future consideration**

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

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

Projects	Org.	Notes	Regional policy contribution
Electric vehicle infrastructure	Various	Regional expansion of electric vehicle public charging stations to support more electric vehicles entering the region.	Improving liveability I2, A2, A3, R1, E1, E2
SH3 North corridor improvements – from Waitara through to Hamilton	NZTA (MWFT)	While substantial improvements works are already underway through the SH3 Awakino Gorge to Mt Messenger Programme (as seen within programme tables), there is room for further improvement, particularly on the rest of the route – from Waitara to Mt Messenger, then Awakino Gorge to Hamilton. General improvements (including curve easing, pavement widening and constraint removal) to achieve levels of service appropriate to the ONRC, along with provision of additional passing opportunities. Curve alignments through the Awakino Gorge area, including Bexley Curve, remain a priority despite being in the Waikato.	Supporting growth Improving resiliency I2, G1, G2, G3, G4, S1, S2, R1, R2
Long-term retention of rail line between Hawera and NP	KiwiRail (MWFT)	Advocacy role for the RTC and its member organisations to improve the usage and therefore viability of the section of the MNPL rail corridor from Whareroa through to Port Taranaki.	Future-proofing I2, G2, G4, F1
SH3 Hawera to Whanganui	NZTA (MWFT)	Addressing of safety and reliability/resilience issues on this important freight/lifeline route. Addressing the out of context / constraining and/or resilience issues with the following bridges in particular: Tangahoe River Bridge, Mokoia Overbridge, Manawapou River Bridge, Patea River Bridge. <confirm>	Improving resiliency G1, G2, S1, R1, R2, F2
SH3A improvements	NZTA	General improvements (including curve easing, pavement widening and constraint removal) to achieve levels of service appropriate to the ONRC. 2Star KiwiRAP sections to be lifted to 3Star. Provision of passing opportunities.	Supporting growth G1, G3, S1, R1
SH45 improvements	NZTA	Need to improve infrastructure and safety on SH45 Surf Highway, lifting 2Star KiwiRAP sections to 3Star, and supporting increasing tourism. The Stony River Bridge and Kapuni Bridge are particularly constraining <confirm>.	Supporting growth G1, G3, S1, R1
Widening/replacement/realignment of all constraining bridges on state highways	NZTA	In particular, the following bridges are specifically identified: - SH3 Tangahoe River Bridge      - SH45 Stony River Bridge      - SH3 Midhirst Overbridge - SH3 Mokoia Overbridge          - SH45 Oeo Bridge              - SH3 Burgess Park Hill - SH3 Manawapou River Bridge   - SH45 Kapuni Bridge          <awaiting confirmation of other bridges>	Safer & better integrated Improving resiliency G1, G3, S1, R1, R2, F2
Vulnerabilities on lifeline routes	Various	The Taranaki Civil Defence Emergency Management (CDEM) Group has received funding from Government to undertake a <i>Taranaki Lifelines Vulnerability Study</i> . The Study is expected to commence in 2017/18 and will include mapping through GIS of vulnerabilities on lifeline routes. The outcomes of the Study are expected to assist RCAs with their planning to protect routes with lifeline functions.	Improving resiliency G3, S1, A1, R1, R2
NP Public Transport Hub	NPDC	For consideration within NPDC's district planning processes, combining facilities for public and commercial bus services, cycle storage facilities and related services for better integrating alternative transport modes.	Improving liveability I2, A1, A2, A3, E1, F1
Regional cycleway network	Various	Creation of a cycleway network, including alongside SH3 from Hawera to New Plymouth, and an around the mountain route, preferably off-road where possible.	Supporting growth G1, G3, A1, E1, E2

Projects	Org.	Notes	Regional policy contribution
Taranaki Crossing 'Mounga to Surf'	Various (MWFT)	The Taranaki Crossing 'Mounga to Surf' project, including a track from North Egmont to Pukeiti, and from Pukeiti to Oakura walkway/cycleway.	Supporting growth G1, G3, A1, E1, E2
Junction Road sealing	SDC / NPDC	This strategic local road crosses from SDC to NPDC and forms part of the on-road Forgotten World Highway cycle touring route (one of the NZ Cycle Trails 'Heartland Rides') from Taumaranui to New Plymouth. A significant proportion of the road remains unsealed (16kms SDC, xxkms NPDC). Both districts would like to seal this in future, though seal extension budgets are currently prohibitive.	Supporting growth I2, G1, G3, S2, A1, E1, E2
Emerging tourism routes	SDC	Emerging tourism routes (self-drive and on-road cycling) for further assessment / investment – Whitianga Rd loop roads, Mangaehu Rd loop roads, Makuri Rd loop roads. Improvements to Whangamomona Rd. Walking/cycling trail to the Mountain House. Stratford heritage trail.	Supporting growth G1, G3, A1, E1, E2
Emerging tourism routes	STDC	Emerging tourism routes (self-drive and on-road cycling) for further assessment / investment – Rawhitiroa Rd (to Lake Rotokare and Lake Rotorangi through Eltham), Tangahoe Valley Rd / Pukekino Rd (to Lake Rotorangi through Ararata), Maben Rd (to Lake Rotorangi through Hurleyville), Waitotara Valley Rd. Off Surf Highway SH45: Paora Rd, Bayly Rd, Pungarehu SH45.	Supporting growth G1, G3, A1, E1, E2
Emerging tourism routes	NPDC	Emerging tourism routes (self-drive and on-road cycling) for further assessment / investment – Carrington Rd, Mangorei Rd, Okau / Tongaporutu-Ohura Rd / Waitaanga Rd (crosses to Horizons), Wiremu Rd (inland around mountain), Ngatimaru Rd / Inland North Rd / Otoroa Rd, Tarata Rd, Waitara Rd / Everett Rd / Bristol Rd, Bertrand Rd and bridge. Connecting the Coastal Walkway to Waitara is a key project.	Supporting growth G1, G3, A1, E1, E2
Footpath improvements	RCAs	Noting will be integrated into future iterations of ONRC in recognition of space and place importance etc	Improving liveability I2, S2, A1, A3, E1, E2

## 5.6 Approved activities not yet complete

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

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

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

## 5.7 Activities proposed to be varied, suspended or abandoned

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

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

## 5.8 Accelerated Regional Roding Package

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

For Taranaki, two accelerated projects were identified:

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

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

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

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

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

## 5.9 Regional Improvements Activity Class

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



## 5.10 Activities of inter-regional significance

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

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

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

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

## 6. FUNDING THE RLTP

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

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

### 6.1 Proposed funding sources

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

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

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

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

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

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

#### National Land Transport Fund (NLTFund)

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

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

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

<update for draft GPS 2018 – which has now been delayed to early 2018...>



Figure 6: Changes in funding Activity Classes

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

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



### New funding for cycling – the Urban Cycleways Fund

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

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

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

NPDC are intending to make use of the opportunity presented by the UCF to access this additional co-funding source for Let’s Go works that meet the criteria for the UCF. Let’s Go have only a minimal capital spend for the period of the UCF. <update for subsequent UCF developments and likely impact of changes GPS 2018>

## 6.2 The future without regionally dedicated funds

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

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

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

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



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

### 6.3 Ten-year forecast of expenditure and revenue

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

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

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

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

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

<awaiting funding source breakdown from NZTA – TIO developer>

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

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

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

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

## 6.4 National moderation and allocating of funding

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

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

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



Regional Land Transport Plan for Taranaki 2015/16–2020/21 — as revised by 2017/18 mid-term review

## 6.5 Activities to be funded from other sources

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

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

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

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

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

## 7. MONITORING, REVIEWS AND VARIATIONS

### 7.1 Monitoring the Plan

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

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

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

### 7.2 Review of the Plan

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

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

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

### 7.3 Variations to the Plan

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

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

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

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

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

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

## 7.4 Significance policy in relation to Plan variations

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

### General determination of significance in relation to Plan variations

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

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

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

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

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

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

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

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

### Consultation procedure to follow

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

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

## GLOSSARY OF TERMS AND ACRONYMS

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

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

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

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

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

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

Approved organisations in the Taranaki region are the:

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

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

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

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

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

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

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

**Committee** refers to the Regional Transport Committee for Taranaki.

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

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

**District** means the district of a territorial authority.

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

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



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

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

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

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

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

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

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

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

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

*Land transport*

(a) means -

(i) transport on land by any means

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

(b) includes -

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

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

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

**Level of service (LOS)**

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

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

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

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

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

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

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

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

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

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

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

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

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

**NLT** means National Land Transport

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

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

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

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

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

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

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

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

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

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

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

**RLT** means Regional Land Transport

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

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

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

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

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

**Useful websites:**

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



## APPENDIX I: LEGISLATIVE CONTENT REQUIREMENTS OF RLTP

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

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

(2) A regional land transport plan must include—

- (a) a statement of transport priorities for the region for the 10 financial years from the start of the regional land transport plan; and
- (b) a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the regional land transport plan; and
- (c) all regionally significant expenditure on land transport activities to be funded from sources other than the national land transport fund during the 6 financial years from the start of the regional land transport plan; and
- (d) an identification of those activities (if any) that have inter-regional significance.

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

- (a) for regions other than Auckland, activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services; and
- (b) in the case of Auckland, activities proposed by Auckland Transport; and
- (c) the following activities that the regional transport committee decides to include in the regional land transport plan:
  - (i) activities proposed by approved organisations in the region or, in the case of Auckland, by the Auckland Council, other than those activities specified in paragraphs (a) and (b); and

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

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

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

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

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

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

(iii) the expected duration of the activity; and

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

(v) any other relevant information; and

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

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

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

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

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

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

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

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

## APPENDIX II: ASSESSMENT OF STATUTORY COMPLIANCE

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

### 14 Core requirements of regional land transport plans

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

- (a) be satisfied that the regional land transport plan—
  - (i) contributes to the purpose of this Act; and
  - (ii) is consistent with the GPS on land transport; and
- (b) have considered—
  - (i) alternative regional land transport objectives that would contribute to the purpose of this Act; and
  - (ii) the feasibility and affordability of those alternative objectives; and
- (c) have taken into account any—
  - (i) national energy efficiency and conservation strategy; and
  - (ii) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and
  - (iii) likely funding from any source

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

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

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

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

## APPENDIX III: ASSESSMENT OF THE RELATIONSHIP WITH POLICE ACTIVITIES

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

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

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

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

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

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

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

**Table 10: Police resourcing for land transport activities in Taranaki**

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

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



### Ongoing liaison, advocacy and coordination with Police

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



## APPENDIX IV: 10-YEAR EXPENDITURE FORECASTS

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

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

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

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

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

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

Regional Transport Committee - Mid-term review of the Regional Land Transport Plan 2015/16 - 2020/21

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

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

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

Org. & Activity Class	Total forecast expenditure 2015/2024 (\$)	Expected funding source (\$)	
		Local (L)	National (N)
<b>1 – Investment management</b>			
NPDC	613,500	299,081	314,419
SDC	0	0	0
STDC	0	0	0
NZTA	220,000	0	220,000
TRC	2,078,267	1,016,766	1,061,501
<b>Total</b>	<b>2,911,767</b>	<b>1,315,847</b>	<b>1,595,920</b>
<b>2 – Road safety promotion</b>			
NPDC	0	0	0
SDC	0	0	0
STDC <sup>22</sup>	2,591,000	987,075	1,603,925
TRC	0	0	0
<b>Total</b>	<b>2,591,000</b>	<b>987,075</b>	<b>1,603,925</b>
<b>8 – Local road maintenance</b>			
NPDC	122,919,709	60,109,888	62,809,821
SDC	50,680,699	21,933,243	28,747,456
STDC	118,336,686	50,873,464	67,463,222
<b>Total</b>	<b>291,937,094</b>	<b>132,916,595</b>	<b>159,020,499</b>
<b>9 – State highway maintenance</b>			
NZTA	135,381,130	0	135,381,130
<b>Total</b>	<b>135,381,130</b>	<b>0</b>	<b>135,381,130</b>
<b>3 – Walking and cycling improvements</b>			
NPDC	5,350,000	2,616,150	2,733,850
SDC	0	0	0
STDC	775,000	469,500 <sup>21</sup>	305,500
NZTA	0	0	0
TRC	0	0	0
<b>Total</b>	<b>6,125,000</b>	<b>3,085,650</b>	<b>3,039,350</b>
<b>4 – Public transport</b>			
NPDC	0	0	0
SDC	0	0	0
STDC	0	0	0
TRC <sup>23</sup>	32,645,908 <sup>24</sup>	15,966,825	16,679,083
<b>Total</b>	<b>32,645,908</b>	<b>15,966,825</b>	<b>16,679,083</b>
<b>12 – Local road improvements</b>			
NPDC	15,660,000	7,662,040	7,997,960
SDC	5,814,232	2,417,595	3,396,637
STDC	11,974,499	5,170,784	6,803,715
<b>Total</b>	<b>33,448,731</b>	<b>15,250,419</b>	<b>18,198,312</b>
<b>13 – State highway improvements</b>			
NZTA	66,169,433 <sup>25</sup>	0	66,169,433
<b>Total</b>	<b>66,169,433</b>	<b>0</b>	<b>66,169,433</b>

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

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

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

<sup>24</sup> Includes capital expenditure for integrated bus ticketing system which is eligible for Agency funding

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

## APPENDIX V: PLAN DEVELOPMENT AND CONSULTATION PROCESS

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

Set out in Figure 7 is a summary of the process for development of the Plan, including consultation. <Update for review>

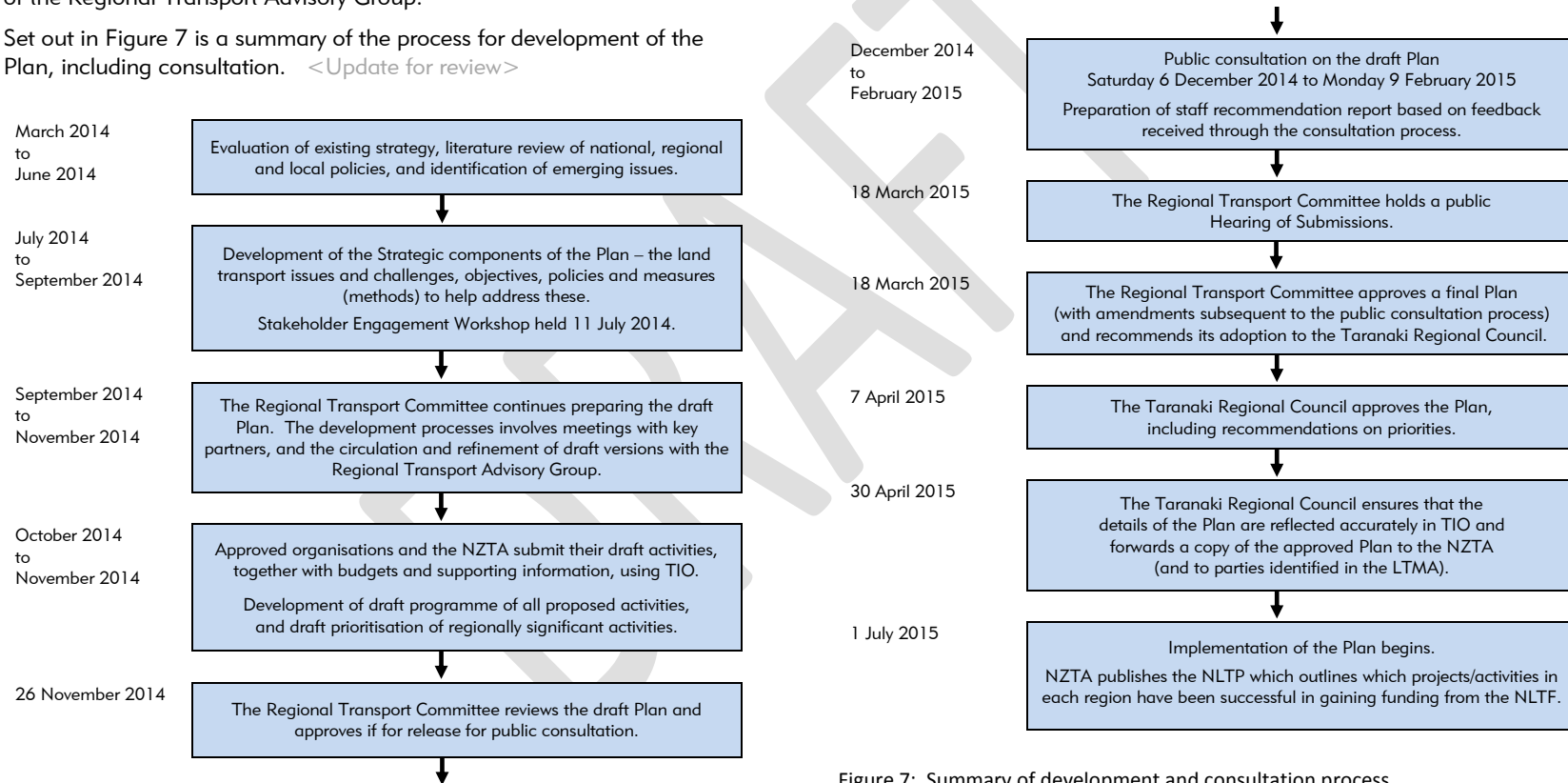
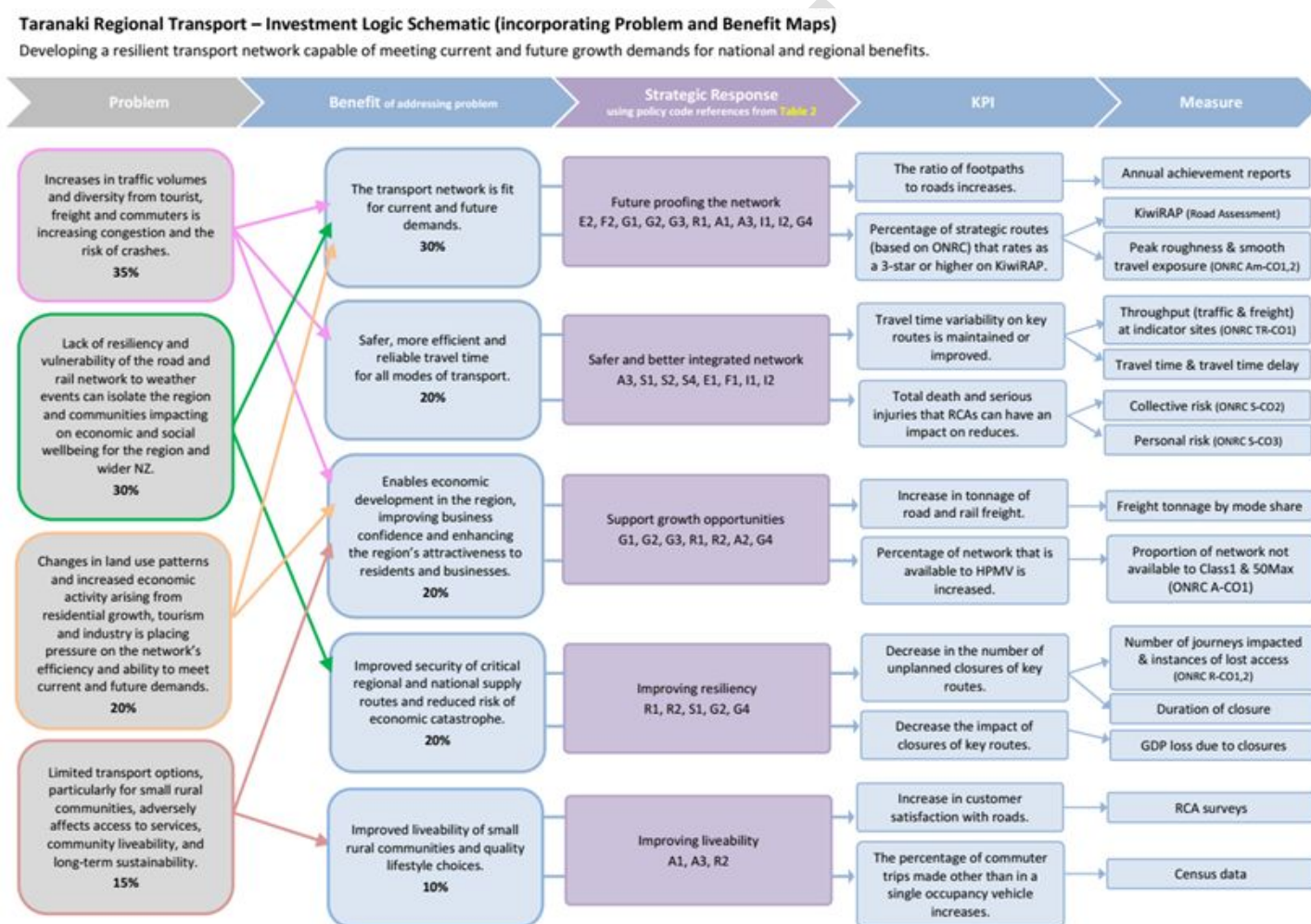


Figure 7: Summary of development and consultation process

## APPENDIX VI: INVESTMENT LOGIC DIAGRAM

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



## APPENDIX VII: STATE HIGHWAY 43 JOINT STATEMENT

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

### State Highway 43 joint statement

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

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

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

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

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

SH43 should be managed to achieve the following objectives:

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

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

Cr David McLeod, Chair  
Taranaki Regional Council

Mayor Neil Volzke  
Stratford District Council

Mayor Neil Holdom  
New Plymouth District Council

Cr Bruce Gordon, Chair  
Horizons Regional Council

Mayor Don Cameron  
Ruapehu District Council

Mayor Ross Dunlop  
South Taranaki District Council

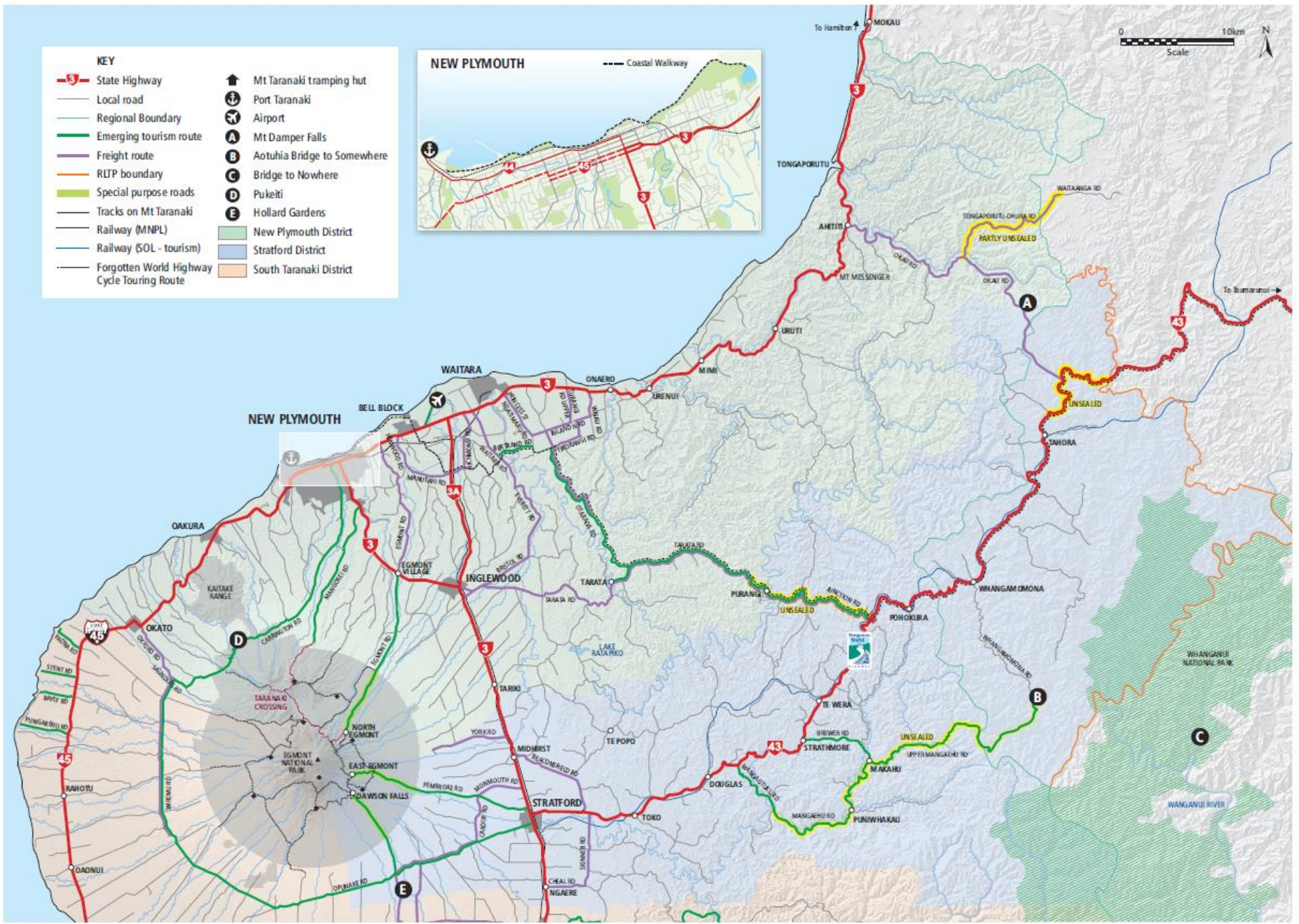
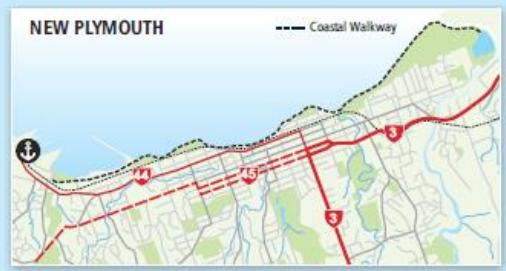
## APPENDIX VIII: MAPS OF KEY REGIONAL ROUTES

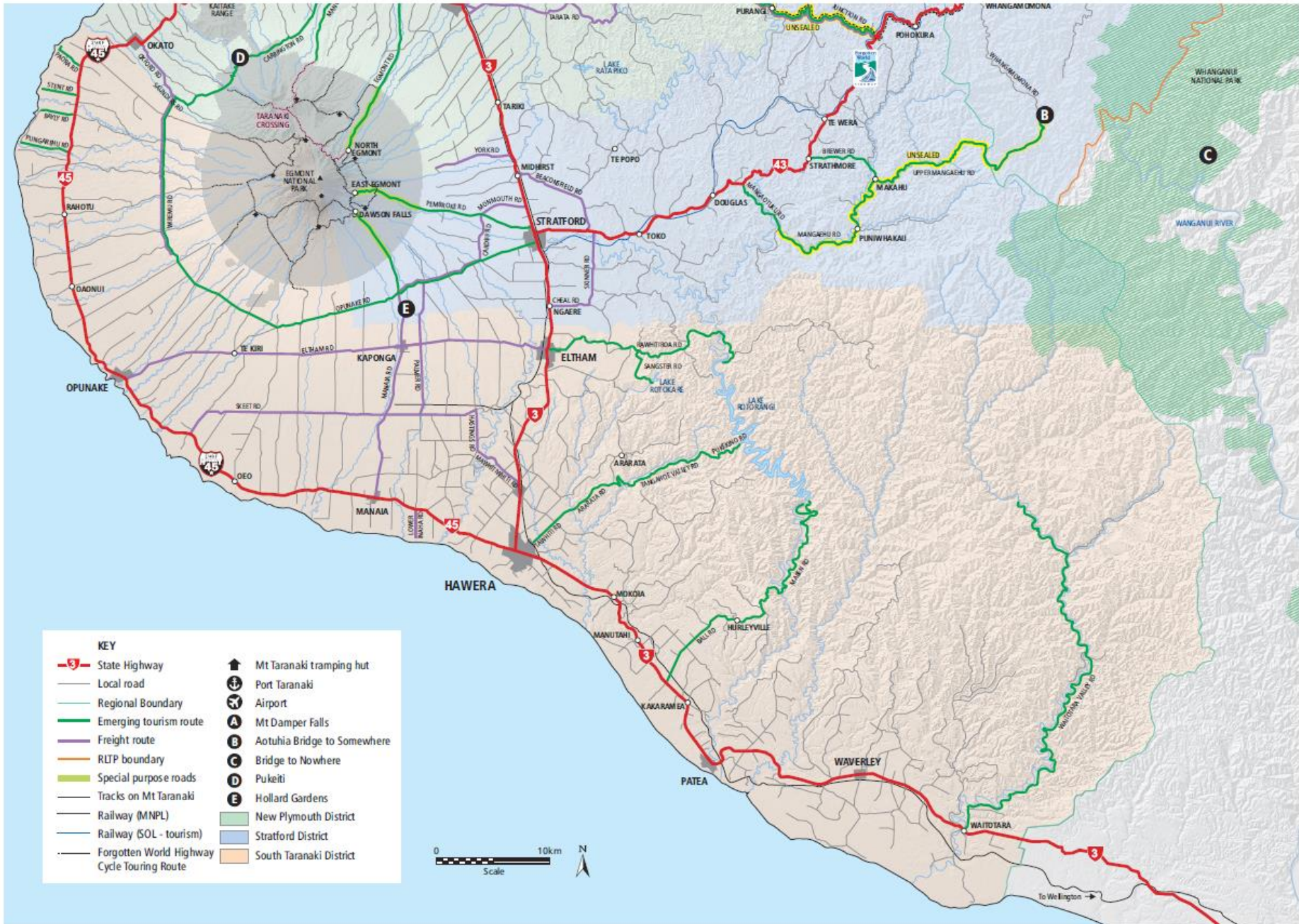
The following two pages show the key regional routes in the region as identified in November 2017, and are subject to changes to traffic patterns.

DRAFT



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





## Agenda Memorandum

**Date** 29 November 2017



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

**Subject: NZ Transport Agency Regional Report**

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

B G Chamberlain, Chief Executive

**Document:** 1961466

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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.

### **Recommendation**

That the Taranaki Regional Council:

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

### **Background**

Attached to this memorandum is the Quarterly Report from the NZ Transport Agency to the Taranaki Regional Transport Committee, dated 29 November 2017.

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*.

**Legal considerations**

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

**Appendices/Attachments**

Document 1964802: NZTA Regional Report to RTC – November 2017

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# Transport Agency Quarterly Report to Taranaki Regional Transport Committee

29 November 2017

CONTENTS	PAGE
1. National Land Transport Programme	2
2. State Highway Investment Proposal	2
3. Bringing the road toll down	3
4. Taranaki update	4

# 1. NATIONAL LAND TRANSPORT PROGRAMME

The latest National Land Transport Programme (NLTP) Dialogue was released in September 2017 and is available on our [website](#).

The Dialogue has guidance on the Business Case Approach and the fact that it can be applied flexibly, depending on the level of risk/complexity. It also provides an update on electric vehicles, the Safer Journeys risk assessment tool and walking and cycling.

We're working to have all Regional Land Transport Plans (RLTP) reviewed and submitted through Transport Investment Online by 30 April 2018. Initial continuous bids were due at the end of August, and final bids for continuous programmes (with no outstanding issues remaining) are due on 16 December.

Please take the time to read the NLTP Dialogues and keep up-to-date with the development of the RLTP and NLTP as we enter the next phase of the process.

# 2. STATE HIGHWAY INVESTMENT PROPOSAL

We continue to receive valuable feedback on the draft State Highway Investment Proposal - the proposed 10-year programme of state highway activities for inclusion in RLTPs.

The emphasis is on balancing the economic growth and productivity (including resilience) and safety in the context of the current performance of the state highway across the transport system. It's not a fixed programme as it has been developed in the context of the draft Government Policy Statement (GPS) and our draft Investment Assessment Framework (IAF).

All feedback will be considered, in parallel with the updated draft GPS, in the first quarter of 2018. The Transport Agency Board will decide on the process for giving effect to the State Highway Investment Proposal, in line with the GPS, and through the NLTP process.

The draft proposal, together with regional summaries, is available on our website at <http://nzta.govt.nz/planning-and-investment/201821-national-land-transport-programme/state-highway-investment-proposal/>

### 3. BRINGING THE ROAD TOLL DOWN

Every death on our roads is a tragedy and the Transport Agency is committed along with the Government and other agencies to bringing the road toll down.

The reasons behind road toll trends are complex and subject to on-going research. We do, however, understand the main risk factors and interventions that are proven to reduce them. These include infrastructure improvements, speed management, safer vehicles and reducing risky behaviour (alcohol and drugs, failure to wear seatbelts).

Unfortunately there are no silver bullets or quick fixes. Achieving long-term further reductions in deaths and serious injuries requires significant and sustained investment on many fronts to achieve the Safer Journeys vision of a safe road system increasingly free of death and serious injury.

Many road safety initiatives under the Safer Journeys Action Plan 2016–2020 are still in the planning stages or are underway but have yet to achieve their full benefits. These include actions to address unsafe speeds, high risk rural roads and motorcycle safety and increase the uptake of safer vehicles and new safety technologies.

## 4. TARANAKI UPDATE

### Vickers to City

- Surfacing options are being assessed for State Highway 3 between Smart Road and Vickers Road.
- Work will commence during the summer season 2017/18.
- This work is a continuation of the surfacing that was undertaken between the Waiwhakaiho Bridge and Smart Road in 2016.

### Bell Block to Waitara

- The business case for State Highway 3 between Bell Block and Waitara has been split into two distinct detailed business cases:
  - State Highway 3A intersection to Bell Block
  - Waitara to the State Highway 3A intersection.
- Both detailed business cases are now underway.
- As a result of the growing pressures around Airport Drive, De Havilland Drive and the SH3/3A intersection, we will accelerate the work to find a solution. A workshop was held on 26 October 2017 to discuss the specific issues at these intersections, and look at improvement options. In addition to this we've almost finished developing a traffic model to test the impact of future growth on local roads and the state highway network. This model will be used to inform our investigations by establishing priorities for investment and developing recommendations to take forward into the detailed design phase at the end of 2017.
- Work on the Waitara section is progressing well with a focus on making sure the outcomes for both sections are aligned. In the meantime we continue to work closely with officers from the New Plymouth District Council.



## New Plymouth to Hawera

- The Safe Roads team have commenced work on the detailed business case investigation, gathering data and establishing project timelines.
- While the main focus will be on safety along the State Highway 3 corridor, they will also look at opportunities to improve efficiency and resilience.

## SH43 Forgotten Highway

- We've looked into options for sealing the unsealed section of State Highway 43 in the past. Relatively low traffic volumes did not make the seal extension project viable at that point. However being mindful of the signals around Regional Economic Development and the focus on tourism, we will make sure that we will review the options as part of the new National Land Transport Programme 2018-21 (NLTP)
- In the interim we will look at options to accelerate the investigation of options and report back. Bringing forward any investigation into this NLTP would require a variation to the Taranaki Regional Land Transport Plan (RLTP). We're currently writing a Strategic Business Case, to put forward for funding and are looking for a variation to the 2015/18 RLTP to enable the investigation work to take place.

## Awakino Gorge to Mount Messenger

- Work is progressing on the three projects that make up the State Highway 3 [Awakino Gorge to Mt Messenger Programme](#).
- [The preferred route for the Mt Messenger Bypass](#) was announced on 31 August 2017. The bypass is 5.2km long with additional work at the southern end creating about 6km of improvements. It is located east of the existing highway. The route includes a tunnel and a bridge over a significant wetland area.
- This follows announcements earlier this year on the selection of a two-bridge design for the Awakino Tunnel Bypass Project and a package of safety and resilience improvements along SH3. Work has already begun on the first stage of the safety and resilience improvements.

## Area Wide Pavement Treatment and Resurfacing Programme

- The reseal programme has been confirmed and work is underway to complete any pre-sealing repairs before we undertake the summer season reseal programme.
- Due to wet weather, pothole numbers have increased and the contractor has been undertaking temporary repairs until favourable weather allows permanent repairs to take place.

## Minor Improvements Programme 2017/2018

- The Minor Improvements Programme has \$2.6 million allocated across 19 projects this financial year. It includes safety, resilience and efficiency projects. Additional projects and funding may become available during the course of the year.
- We're currently working on a three year programme for the region (2018-2020) which will allow larger projects to be completed in the Minor Improvements category.

## Reinstatement works following June 2015 Severe Weather Event

- Reinstatement works on State Highway 43 sites continue to be progressed. Seven sites have now been completed with three further sites under construction.
- Strathmore Saddle Sites 1 and 2 construction started in October 2017 and are expected to be completed by February 2018.
- Construction on the West Omaka Road Slip should be completed by December 2017.
- There are three sites still to be started. Roto Road Slip construction is pending as this site is very weather dependent. Estimated completion is April 2018. West Otunui Underslip requires further geotechnical investigations before it can proceed. Completion date is still to be determined. Te Maire Underslip is still undergoing consenting and enabling works, but is expected to be completed by April 2018.

## Mangamahoe Culvert

- During a recent storm event the culvert leading into the lake had severe damage which required a large temporary repair.
- The work already undertaken includes a temporary fix to lengthen the culvert, as well as road works to provide two traffic lanes, to ensure two-way traffic can be maintained while we work to replace the culvert.
- We're currently working through options for a resilient and permanent replacement of the culvert and will provide details on the replacement and timeframes in due course.

## Agenda Memorandum

**Date** 29 November 2017



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

**Subject: Passenger transport operational update  
for the quarter ending 30 September  
2017**

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

**Document:** 1956452

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### Purpose

The purpose of this memorandum is to provide members with an operational report of the public transport services as at 30 September 2017.

### Recommendation

That the Taranaki Regional Council:

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

### Background

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

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

Patronage for the quarter was 166,544, an increase of 10% from the 151,163 recorded in the same period in 2016/2017. However, this is due to the 54% increase in transfers from 15,312 last year to 23,508 for the same period this year. This is the result of the operational changes made as part of the school services under trial from Urenui, Tikorangi and Lepperton. Compared to 2016/2017 patronage gains were recorded in the Child/Student 14% and Access 8% categories. Patronage was down in the Tertiary (26%), WITT (17%), Seniors/SuperGold (11%), Adult (6%) and Beneficiary (2%) categories.

Figure 1 shows the total monthly patronage recorded during the first quarter for the two previous financial years and 2017/2018.

**Figure 1: Citylink patronage comparison first quarter of 2015/2016, 2016/2017 and 2017/2018**

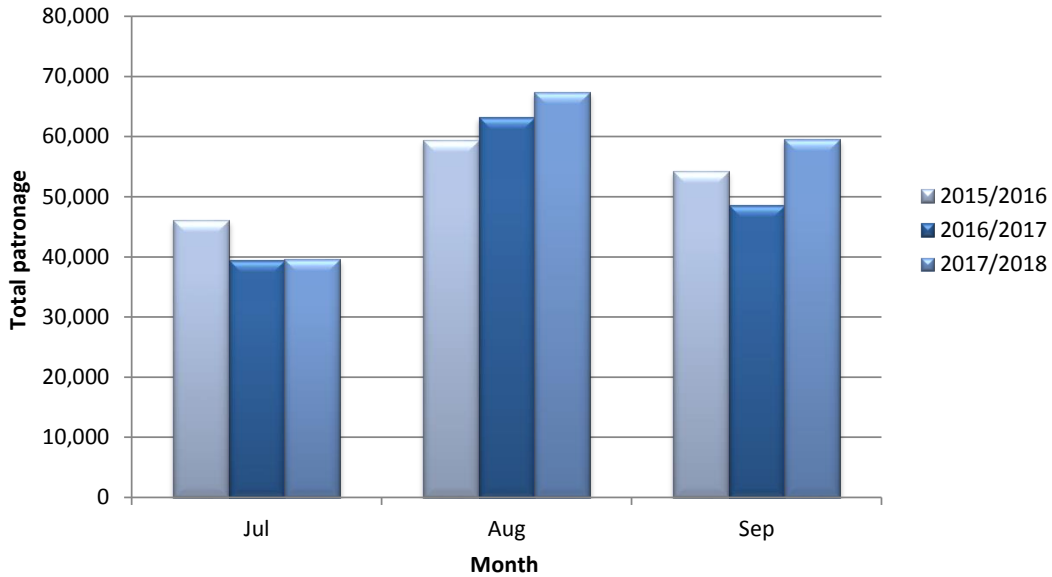


Table 1 shows the year to date trips per capita.

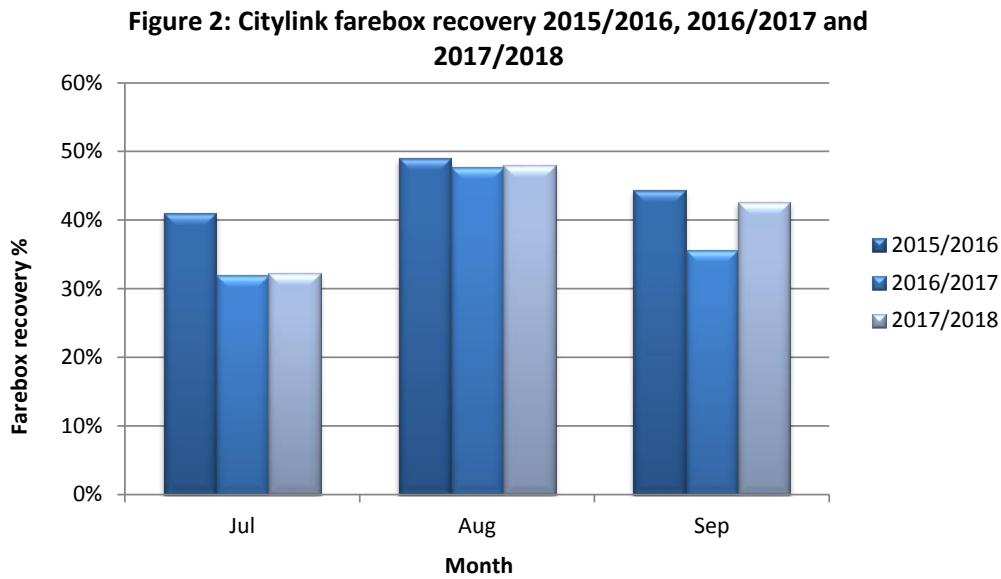
**Table 1: Citylink trips per capita 2017/2018**

Period	Passenger trips	Trips per capita YTD
2016/2017	151,163	2.6
2017/2018	166,544	2.9

Analysis of the increase in patronage between the first quarter of 2017/2018 and 2016/2017 has found the following:

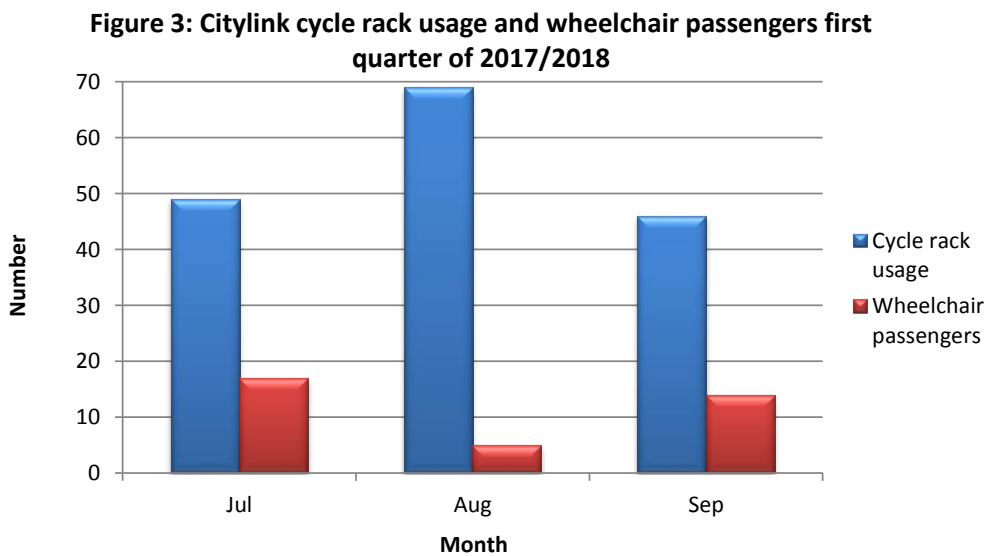
- patronage increased from Waitara 41%, Bell Block 34% and Oakura 15%. Patronage from New Plymouth was down slightly (0.5%).
- peak patronage was up 14% and off-peak down (2%).

Figure 2 shows the first quarter farebox recovery by month between 2015/2016, 2016/2017 and 2017/2018.



Farebox recovery for the quarter was 40.9% compared to 38.4% achieved in the same quarter last year.

Bike rack usage was down in the first quarter, with 164 users recorded compared to 193 in 2016/2017. Wheelchair patronage was down 52%, with 36 wheelchair trips recorded compared to 75 in the same quarter in 2016/2017. Monthly usage for both is shown in Figure 3.



## SouthLink services

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

**Table 2:** SouthLink patronage and financial performance 2017/2018

Service	Passenger trips YTD	Farebox recovery rate YTD
Waverley-Patea-Hawera	280	31.97%
Opunake-Hawera (including Manaia-Hawera)	199	11.8%
Opunake-New Plymouth	187	15.4%

YTD patronage on all SouthLink services declined compared to the same period in 2016/2017. The performance of each service is detailed below.

Waverley-Patea-Hawera patronage was 280, down 95 or (25%). Compared to the same quarter last year, Adult patronage was down 61 or (43%), SuperGold Card was down 41 or (19%) and Child patronage dropped 100% down to 0 trips from 8 last year. However, Under 5s was up 15, an increase of 250%. Farebox recovery dropped to 32.0% compared to 47.8% last year.

Opunake-Hawera (including Manaia-Hawera) patronage was 199, down 112 or (36%). Compared to the same quarter last year, Adult patronage was down 47 or (43%), Under 5s down 10 or (38%), SuperGold Card was down 54 or (32%) and Child down by 1 or (17%). Farebox recovery was 11.8% compared to 17.8% for the same quarter last year.

Patronage for the Opunake-New Plymouth service was 187 down 68 or (27%) compared to the first quarter of 2016/2017. Adult patronage was down from 89 in 2016/2017 to 51 this year, a drop of (43%) and SuperGold Card trips was down 41 or (25%). However, Child patronage was up from 4 in 2016/2017 to 15 this year, an increase of 275%.

## Connector (Hawera to New Plymouth) bus service

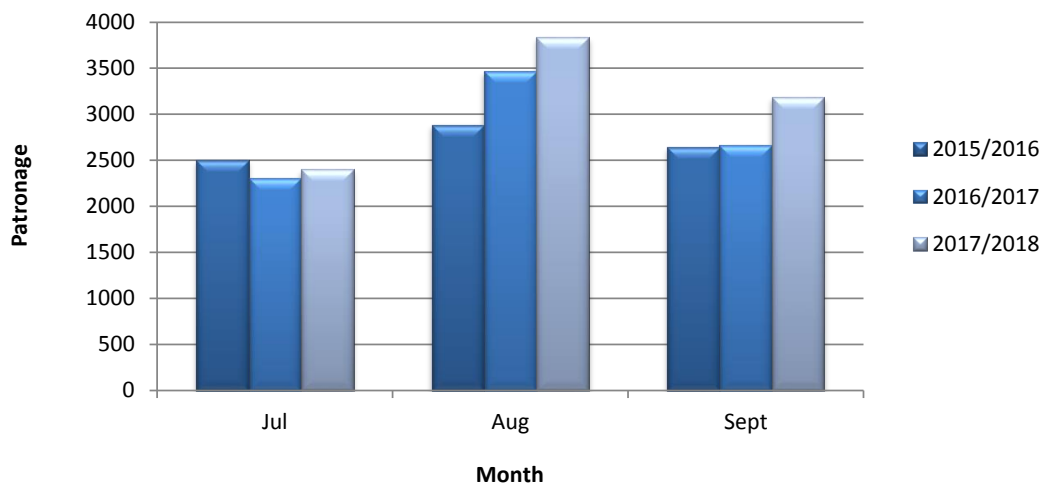
Total patronage for the first quarter was 9,418, an average of 145 per day. This is an increase of 980 or 12% on the 8,438 recorded in the same quarter 2016/2017.

**Table 3:** Connector patronage YTD as at 30 September 2017

Service	Passenger trips YTD	Average passengers / day YTD
Hawera to New Plymouth	9,418	145

Figure 4 shows total monthly patronage recorded during the first quarter for the two previous financial years and 2017/2018.

**Figure 4: Connector patronage first quarter 2015/2016, 2016/2017 and 2017/2018**



Farebox recovery for the quarter was 63.2%. This figure includes both the District Health Board and Western Institute of Technology in Taranaki funding contributions.

Table 4 shows the percentage of Connector patronage by fare category YTD as at 30 September 2017.

**Table 4: Percentage of Connector patronage as at 30 September 2017**

Fare category	Patronage % YTD
ACCESS	0.6%
Adult	9.5%
Beneficiary	7.5%
Child	1.3%
Seniors	0.9%
SuperGold Card	6.0%
TDHB	11.5%
Tertiary	6.8%
WITT	38.6%
Training*	16%
Promotion	2%
<b>Total</b>	<b>100%</b>

\*Training – school students undertaking vocational training at WITT or other training providers.



## SuperGold Card Scheme

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

**Table 5:** SuperGold Card patronage by service as at 30 September 2017

Service	Passenger trips	% of all trips YTD
New Plymouth, Oakura, Bell Block and Waitara	11,828	7.1%
Waverley-Patea-Hawera	178	63.6%
Opunake-Hawera (incl. Manaia-Hawera)	116	58.3%
Opunake-New Plymouth	121	64.7%
Hawera-New Plymouth	561	6.0%
<b>Total</b>	<b>12,804</b>	<b>7.2%</b>

The 12,804 SuperGold Card trips equates to 7.2% of all public transport trips, across all services. This compares with 14,118 trips at the same time in 2016/2017, a decrease of (9%).

## Total Mobility Scheme

Total Mobility client trips for the first quarter totalled 10,741. This is up 7% from the 10,025 trips in the same quarter 2016/2017.

**Table 6:** Total Mobility trips as at 30 September 2017

Service	Passenger trips
Total Mobility Scheme	10,741

## Ironside Vehicle Society Incorporated

Table 7 shows the number of passenger trips for the first quarter carried out by Ironside, including the number of wheelchair trips.

**Table 7:** Ironside trips as at 30 September 2017

Service	Trips involving wheelchairs	Total trips claimed
Ironside Vehicle Society	1,498	1,906

Of the 1,906 trips provided, 1,498 or 79% involved wheelchair users. Trips are up 4% from the 1,833 recorded in the same quarter last year of which 1,276 or 70% involved wheelchair users.

## Decision-making considerations

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

**Financial considerations—LTP/Annual Plan**

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

**Policy considerations**

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

**Legal considerations**

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

## Agenda Memorandum

**Date** 29 November 2017



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

**Subject: Correspondence and information items**

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

B G Chamberlain, Chief Executive

**Document:** 1969507

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### **Purpose**

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

### **Recommendations**

That the Taranaki Regional Council:

1. receives and notes for information purposes the correspondence on the need to upgrade the condition of State Highway 43
2. receives and notes for information purposes the update provided by the Minister of Transport on development of the *Government Policy Statement on Land Transport 2018/19-2027/28*.

### **Need to upgrade the condition of State Highway 43**

The Council received a letter from the operators of the Whangamomona Hotel regarding their concerns about the poor condition of SH43, in particular the unsealed section and the unacceptable time taken to repair the highway from the 2015 flood damage. It notes that the current condition of SH43 does not meet tourists' expectations for a safe journey.

The Council responded accordingly and then forwarded both letters onto the NZ Transport Agency for their information and response. Specifically, the Council requested that the Agency investigate and advise how these ongoing issues of SH43 condition will be resolved.

### **Update from new Minister of Transport on direction of GPS 2018**

The Government Policy Statement on Land Transport (GPS) establishes the government investment strategy; defining the results desired from National Land Transport Fund (NLTF) investment. The Investment Assessment Framework (IAF) is subsequently produced by the NZ Transport Agency as a first step in operationalising the GPS, to enable the Agency to give effect to the GPS.

Members will recall that the Council lodged a submission on the draft *Government Policy Statement on Land Transport 2018/19-2027/28* (GPS 2018) with the Ministry of Transport in April 2017. It was expected that the final GPS 2018 and IAF 2018 would not be released until after the General Election in September 2017, and that the content may indeed change depending on the outcome of that election.

The Council has recently received correspondence from the new Minister of Transport, the Hon Phil Twyford, (attached) advising on the transport priorities of the new Government which will guide the revised GPS 2018. This new direction for the GPS will need to be considered as development of the Regional Land Transport Plan continues over the next few months. Members will be aware of the inherent challenges involved, given the timeframes of a revised engagement draft for GPS 2018 now not expected until early 2018, and the requirement to lodge the final changes to the RLTP with the NZ Transport Agency by 30 April 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**

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### **Legal considerations**

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

### **Appendices/Attachments**

Document 1196522: Correspondence on need to upgrade the condition of SH43

Document 1969379: Direction of GPS 2018 update from new Minister of Transport



4 October 2017  
Document: 1940117

Parekawhia McLean  
Regional Relationships Director – Central North Island  
New Zealand Transport Agency  
via email to Parekawhia.McLean@nzta.govt.nz

Tēnā koe Parekawhia

### **Need to upgrade the condition of State Highway 43**

We received the enclosed letter from the operators of the Whangamomona Hotel and responded accordingly (copies of both letters attached for your information).

As you know, we share their concerns about the poor condition of SH43, in particular the unacceptable time taken to repair the highway from the 2015 flood damage. While the Agency promised that these repairs would be completed by the end of June 2017, a number of these remain works-in-progress and/or incomplete as of today.

The issues raised by the owners of the Whangamomona Hotel arise from the sharp road metal used on the unsealed section of the highway. This has been an ongoing issue. This was a key matter raised with the Taranaki Regional Transport Committee during a presentation from the main tourism operator on the route, Forgotten World Adventures, in March 2016. This obviously remains an issue.

For your added information, we have also enclosed an earlier response from the Agency in respect of Committee queries on the highway.

We would appreciate you investigating and advising both the Pratts and ourselves how these ongoing issues of SH43 condition will be resolved.

We note with concern that the Corridor Management Plan on this route considers the condition of SH43 to meet the required performance measures for its ONRC classification, and suggest that this underscores that the current classification is not suitable.

Please do not hesitate to contact Mike Nield or Fiona Ritson with any queries you may have.

Nāku noa nā  
BG Chamberlain  
Chief Executive

A handwritten signature in blue ink, appearing to read "MJ Nield".

per: M J Nield  
Director Corporate Services



## "REAL COUNTRY HOSPITALITY"

RICHARD & VICKI PRATT  
PH/FAX 06 762 5823  
SH 43, RD26, STRATFORD  
"FORGOTTEN WORLD HIGHWAY"  
EMAIL: INFO@WHANGAMOMONAHOTEL.CO.NZ

September 1, 2017

Attn : David McLeod  
Chairman  
Taranaki Regional Council  
Private Bag 713  
Stratford 4396

Taranaki Regional Council Document No:  ? 29 SEP 2017  Document No of Reply:
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Re-SH43 Upgrade & NZTA

Dear David,

Vicki and I have operated the Whangamomona Hotel for 4 years, a significant timeframe to witness first hand the challenges to local farmers, transport businesses and tourists the highway poses. We were present in June 2015, when the Waitotara floods caused significant damage to the highway. Slips and dropouts remain unrepaired in September 2017.

We are not merely a hotel, but the hub of the community, the centre for first response in the time of emergency and the only employer in the district, outside of farming. The hotel provides employment for up to 25 locals. Tourism represents 90% of our business, and currently SH43 does not provide their expectations for a safe journey.

The pathway from Mt. Ruapehu and Rotorua in the east to Mt. Taranaki in the west offers tourists a changeable and spectacular landscape unparalleled in the North Island. The Tangarakau Gorge, with little sun and a high rainfall, is often seriously pot holed. The sharp metal used for its maintenance creates multiple punctures, falls from motorbikes and numerous vehicles leaving the road.

It is frustrating as a significant employer that NZTA can operate such an unsafe workplace.

One of our key tourism partners, Forgotten World Adventures, running a unique railway journey, should not have to transport and relocate tourists, both NZ and international on an unsafe highway.

Yours faithfully,

A handwritten signature in black ink, appearing to be "R Pratt", written over a horizontal line.

Richard Pratt  
Joint Manager



25 September 2017  
Document: 1939221

COPY

Richard Pratt  
Whangamomona Hotel  
6018 Ohura Rd  
RD 26  
Stratford 4396

Dear Richard

### **Need to upgrade the condition of State Highway 43**

Thank you for your letter to Chairman David McLeod dated 1 September, which David has passed onto me to respond to.

We share your concerns regarding the condition of SH43 and entirely sympathise with your frustrations. You may or may not be aware that the Taranaki Regional Council has been actively advocating to the NZ Transport Agency regarding standards of maintenance, or lack thereof, on this very important route for many years. These calls have accelerated in recent times, particularly following the lack of resolution to the damage caused during the June 2015 weather event.

You may like to refer to Item 9 of the Regional Transport Committee's 6 September meeting, ([www.trc.govt.nz/assets/Documents/Meetings/RegionalTransport2017/RTC0609.pdf](http://www.trc.govt.nz/assets/Documents/Meetings/RegionalTransport2017/RTC0609.pdf)), which focuses on SH43 Improvements Advocacy. This item referred to a report on SH43 that was commissioned by the Council, a copy of which is enclosed for your information.

You may also be interested in a late item tabled at the same meeting, regarding digital connectivity improvements being made along SH43 from the Mobile Black Spot Fund.

Incidentally, we note the commencement of building of the Whangamomona Lodge which is an exciting development for Whangamomona and an endorsement of the tourism growth along this important corridor between Mount Taranaki and the Central Plateau.

I will be forwarding a copy of your letter to the Agency with a request that they take action and respond to your concerns.

Yours faithfully  
BG Chamberlain  
Chief Executive

per: M J Nield  
Director Corporate Services



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Level 5, Majestic Centre, 100 Willis Street  
PO Box 5084  
Lambton Quay, Wellington 6145  
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10 August 2016

Mr Craig Williamson  
Chairman  
Regional Transport Committee

Dear Craig

**Responses to questions asked at the Taranaki Regional Transport Committee (RTC) on 1 June 2016**

At the last RTC meeting on 1 June 2016 the NZ Transport Agency was requested to respond to a number of items. Below are our responses to the questions.

**State Highway 43**

- A report was requested on the outcomes of following up on the seal causing tyre damage.
  - A review of methodology for placing aggregate has been undertaken by the Taranaki Network Outcomes Contractor (Downer NZ). Downer will implement new methodology the next time aggregate is applied to the state highway. The Transport Agency expects this new methodology to reduce the negative impact of tyres being punctured which is occurring only after the aggregate is initially placed. We will monitor this new method, and continue to update the RTC and local Council as appropriate.
- Are the under slips on SH43 being sign posted well enough? Comments were raised about only having cones around them.
  - There are cones and barriers at the worst slips. Unfortunately the barriers are being constantly knocked over the side of the slips and we retrieve them regularly to put them back in place. We are reviewing the way the barriers are held in place, to ensure they remain along the top of the slip areas. We will maintain the high level of traffic management until the repairs are completed.
- Are we fixing under slips as quickly as possible?
  - All sites impacted by the June 2015 flooding have been made stable to ensure the safety of road users while investigative work has been undertaken. There were 18 emergency works sites requiring repair across the Taranaki region and we have needed to work through the issues and options for each of the sites. To date we have managed to complete the work on five sites, including one site on State Highway 43. These five sites represent 28 per cent of the



total work. The sites on State Highway 43 that still require repair are large and complex and we need to ensure we develop the right, long term, solutions. All of the remaining 11 sites on State Highway 43 will be completed over the upcoming summer period.

For each site we needed to carry out detailed geotechnical investigation work, identify possible options for each site and work through the options to ensure we achieve the optimal solution for each site. This work takes time as we are required to develop the right long term solution.

- The funding for these repairs comes from the state highway maintenance activity class, within the National Land Transport Fund. As each site has the investigation and design completed, it will receive funding for construction.
- Details of the of cost estimate for \$9 million for sealing of SH43 requested.
  - We will provide further information prior to the next RTC meeting on 7 September 2016.
- Can we communicate better with affected residents and stakeholders including councils on this?
  - We acknowledge there is a demand for more detailed updates. While we've been operationally focused on getting the repair work evaluated, planned and underway as quickly as practicable, we acknowledge it is important that we share this information with those directly impacted on a day to day basis. We are happy to work with the Councils' communications teams and their channels to ensure all interested parties are informed.

#### **Stratford**

- Can we currently fix the approach to the southern roundabout?
  - Our Network Outcomes Contractor, Downer NZ, has scheduled maintenance work in the Stratford township where they were milling and mixing (replacing the asphaltic concrete surface) last month. While completing this work, they also milled and fixed the state highway approaches to both roundabouts. Work on both the north bound exits has also occurred. The contractor will ensure they replace the full areas that require replacement.

#### **Mt Messenger to Awakino**

- A clear explanation of funding for Mt Messenger to Awakino was requested.
  - The Mt Messenger/Awakino programme of work is primarily funded by the Future Investment Fund as part of the Accelerated Regional Rooding Package, with an additional contribution from the National Land Transport Fund for the corridor safety improvement.
  - Will this project/s fix the "bumpiness and water issues" raised by committee members? There are minor improvements projects planned that target this wheel rutting. This work will take place during the next construction season. Areas outside the minor improvement sites will be reviewed and repaired as necessary through the Taranaki Network Outcomes Contract.

- Has consultation begun with the local iwi and affected land owners?
  - We want to reassure the Committee that engaging with local iwi and affected land owners is a priority for the Transport Agency. We are taking a careful and well thought out approach to this engagement. Since the RTC meeting we have met with the Chair and Trustees from Ngāti Tama. We had a good exchange of information and provided further reassurance that they, and other iwi are critical stakeholders for this project.
  - We have yet to engage with other affected land owners as it is too early in the investigation phase. For your reference, an information sheet providing an overview of the programme is attached.
- Can Bedford Corner and Dudley Road be included in safety audit work?
  - CR Dodunski asked the question whether Durham Road would be included in the safety audit. After further discussion it was clarified that CR Dodunski was referring to Dudley Road. Dudley Rd and Bedford Rd were included in an Inglewood crash reduction study in 2013. These two areas are in the minor safety list and will be prioritised for completion, along with other sites in Taranaki. The data will be updated with recent crashes so we are aware of all deficiencies at these intersections when carrying out the prioritisation work.

#### **Oakura**

- Property development location in Oakura was questioned.
  - At this stage the development proposes to gain indirect access to the state highway network through the local road network (Wairau Road). This is likely to lead to improvements required where the local road intersects the state highway. The Transport Agency is currently working with the developer and the New Plymouth District Council on what appropriate mitigation would be required.
- When will our assessments be complete/what are timeframes for future work?
  - The safety audit/assessment was completed prior to 30 June 2016 though we haven't received the report as yet. Any future works recommended by the audit will go into the Minor Improvements programme and be undertaken subject to prioritisation of funding. We will report back to the Regional Transport Committee and the Oakura community once we have determined timing.

#### **Vickers to City**

- Surface and overall finish not up to standard
  - As we advised at the RTC meeting the surfacing work was not complete at that time. We can confirm that the plan is to complete asphaltic concrete surfacing over the majority of the project area. There is one area within the eastern end project and an additional adjoining area, outside of the project area that require full pavement rehabilitation which will be done in the next construction season. A large portion of the surfacing work was carried out prior to the opening on 23 June 2016. Wet weather meant that some of the surfacing work continued into July.

- Pink concrete – looks awful what are you going to do about it?
  - The pink surface will not be the final finish. We are in discussions with the Transportation Manager and Landscape Architect at the New Plymouth District Council about their preferences. We have invited the Council to develop a design, including appropriate colours. Once that is finalised and agreed, the Transport Agency will upgrade the concrete islands.
- Signage clutter – is it safe? Can it be streamlined?
  - We will review the street sign clutter during the post construction safety audit. We will also ask the New Plymouth District Council if they can also review the clutter of signage adjacent to the road (on private land).

### **Normanby**

- Revocation of original Normanby state highway – process including timing?
  - The Transport Agency will be entering discussions with the South Taranaki District Council regarding revocation of the existing state highway over the next few months, as we get closer to completing the project. We expect the conversation on this to start in September 2016. Where Council wishes to take on parts of the existing state highway to provide access to their rate payers, we will ensure we provide a suitable carriageway. We will be reviewing our options for the sections of the state highway that are no longer required and consulting any affected parties as appropriate as part of this process.
- Update on completion date?
  - The end of 2016 is still the target completion date. This will be dependent on weather and any further delays associated with the historical find.

### **Other questions**

- Right hand turn at Mangorei (Vickers to City) – is it staying as it is or what is planned?
  - As indicated at the meeting the right hand turn is being retained.
- Moturoa Intersection – is further action occurring?
  - We have a two part Minor Improvement project for this area, focused on improving the safety of the pedestrian crossing and simplifying the complicated intersection. The issues are not straightforward so it is a two year project. The first part will be going through consultation and design in the 2016/17 financial year and the second will be construction in the 2017/18 financial year. We are working with the New Plymouth District Council on this as there is a lot of 'place making' to be considered for the shopping area.
- Question from CR Dodunski about general state highway maintenance and it seeming poor compared to metropolitan areas and why is that?
  - The Network Outcomes Contract provides a consistent approach to maintenance and levels of service across the country. Current issues with the Taranaki network are linked to the start of winter, where more issues do appear on the network. We are working with our NOC contractor to rectify the issues raised by CR Dodunski.

We hope this helps answer the questions asked from the last RTC meeting. We look forward to providing further updates at the next RTC meeting in September 2016, including an overview of all Minor Improvement projects being considered for the Taranaki Region.

If you still require further details on the responses above, please do not hesitate in contacting me.

Yours sincerely



**Raewyn Bleakley**  
Regional Director Central  
For Chief Executive

# Hon Phil Twyford

MP for Te Atatu

Minister of Housing and Urban Development

Minister of Transport



20 NOV 2017

Tēnā koutou,

Thank you for your engagement with the Ministry of Transport over the past 18 months to help inform the development of the Government Policy Statement on land transport 2018 (GPS).

I understand that you are currently developing your Regional Land Transport Plans (RLTP), and the direction of the GPS is key to this process. It is a high priority of mine to ensure the GPS is reviewed quickly and reflects this Government's policies so that you have the certainty you need to finalise your RLTPs.

The priorities of this Government, which I have asked Ministry officials to revise the GPS to take account of, include:

- giving public transport greater priority in cities and expanding the public transport system to support new housing and interregional commuting
- increasing the use of rail to enable efficient passenger and freight use
- supporting regional development
- increasing support for active modes – walking and cycling
- delivering health, safety and environmental improvements
- reducing the environmental impact of transport
- mode neutrality in freight transport planning.

Many of these priorities can be reflected within the current GPS framework, and I have asked the Ministry of Transport to work to achieve this as soon as possible.

I am expecting a revised GPS by the end of 2017, and this will be made available as an engagement draft for you all to consider in early 2018.

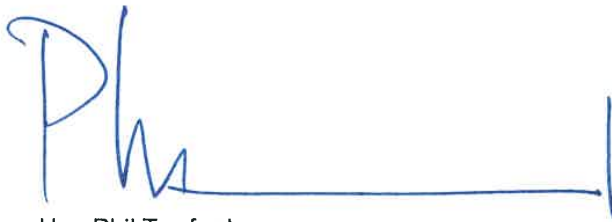
There are some priorities that may require more fundamental changes to the scope of the GPS, and also result in changes to local, regional and national planning processes. For example, exploring how rail investment is incorporated within the GPS and the National Land Transport Fund will be the focus of ongoing work.

The process for any fundamental changes to the scope of the GPS is still to be determined, but won't form part of GPS 2018 that will be released next year.

I am conscious of the need to issue a GPS as soon as practicable, given its importance in influencing transport investment. To help you advance your RLTP development in advance of the GPS 2018 being released, I suggest you consider the areas of Government focus listed above to guide your thinking.

The importance of central and local government collaborating with regards to investment in our transport system cannot be understated and I look forward to working with you as we implement an integrated, multi modal transport system.

Yours sincerely

A handwritten signature in blue ink, consisting of the letters 'P' and 'W' followed by a long horizontal line that ends in a vertical stroke.

Hon Phil Twyford  
**Minister of Transport**

## **AGENDA AUTHORISATION**

Agenda for the Regional Transport Committee meeting held on Wednesday 29 November 2017.

Confirmed:

Not Cast

M J Nield  
**Director Corporate Services**

Approved:

Not Cast

B G Chamberlain  
**Chief Executive**