

Regional Transport Committee

Wednesday 11 September 2019

11.00am

Taranaki Regional Council, Stratford



Agenda for the meeting of the Regional Transport Committee to be held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 11 September 2019 commencing at 11.00am.

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

Apologies

Notification of Late Items

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Agenda Memorandum

Date 11 September 2019



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

Subject: Confirmation of Minutes – 12 June 2019

Approved by: M J Nield, Director-Corporate Services

B G Chamberlain, Chief Executive

Document: 2326160

Resolve

That the Regional Transport Committee of the Taranaki Regional Council:

- a) 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 12 June 2019 at 11.00am
- b) notes the recommendations therein were adopted by the Taranaki Regional Council on 2 July 2019.

Matters arising

Appendices

Document #2272985 – 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 12 June 2019 commencing at
11.00am.**



Members	Councillor	C S Williamson	(Committee Chairperson)
	Councillor	M J McDonald	(Committee Deputy Chairperson)
	Councillor	D N MacLeod	(Taranaki Regional Council)
	Councillor	T Cloke	(Taranaki Regional Council)
	Mayor	N Volzke	(Stratford District Council)
	Mayor	R Dunlop	(South Taranaki District Council)
	Mr	R I Anson	(NZ Transport Agency)

Attending	Messrs	M J Nield	(Director-Corporate Services)
		C B Clarke	(Transport Services Manager)
		C G Severinsen	(Policy Manager)
	Mrs	F Ritson	(Policy Analyst)
	Ms	J Mack	(Committee Administrator)
	Councillor	G Brown	(New Plymouth District Council)
		S Bowden	(Stratford District Council)
	Messrs	V Lim	(South Taranaki District Council)
		R Leitao	(New Plymouth District Council)
		D Perry	(NZ Transport Agency)
C Symes		(Roadsafe Taranaki)	
T Atkinson-Watt		(Roadsafe Taranaki)	
Snr Sgt	R O'Keefe	(NZ Police)	

Apologies The apology from Councillor H Duynhoven (New Plymouth District Council) was received and sustained.

Notification of Late Items There were no late items.

1. Confirmation of Minutes - 27 March 2019

Resolved

THAT the Regional Transport Committee of the Taranaki Regional Council:

- a) 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 27 March 2019 at 11.05am.

- b) notes that recommendations therein were adopted by the Taranaki Regional Council on 9 April 2019.

McDonald/I'Anson

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 29 May 2019 were received and noted.

Recommended

THAT the Taranaki Regional Council

- a) receives, for information purposes, the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 29 May 2019.

Volzke/Dunlop

3. Notes of the State Highway 3 Working Party

- 3.1 The notes of the State Highway 3 Working Party meeting held on Friday 22 March 2019 were received and noted.

Recommended

THAT the Taranaki Regional Council

- a) receives, for information purposes, the unconfirmed notes of the State Highway 3 Working Party meeting held on Friday 22 March 2019
- b) notes the decision by the State Highway 3 Working Party to establish a sub-group to maintain a listing of issues/improvements along the corridor, helping to focus the Working Party on improvements sought.

McDonald/Williamson

4. Request to vary the Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21

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

Recommended

That the Taranaki Regional Council:

- a) receives the memorandum, Request to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*
- b) requests further information be provided to the Regional Transport Advisory Group on the proposed new project 'Taranaki State Highway Speed Management Guide Implementation' to enable it to be more fully considered in due course.

Williamson/Volzke

5. Regional Road Safety Update

- 5.1 Ms C Symes, Ms T Atkinson-Watt and Senior Sergeant R O'Keefe from the Taranaki Road Safety Action Planning Group gave a presentation and update to members on road safety activities in the region.

Recommended

That the Taranaki Regional Council:

- a) 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.

I'Anson/Dunlop

6. New Zealand Transport Agency Regional Report

- 6.1 Mr R I'Anson, NZ Transport Agency, spoke to the NZ Transport Agency's Regional Report to the Taranaki Regional Transport Committee updating Members on Agency news and activities.

Recommended

THAT the Taranaki Regional Council

- a) receives and notes the Regional Report from the NZ Transport Agency dated 12 June 2019.

McDonald/Dunlop

7. Enhanced Drug Impaired Driver Testing

- 7.1 Mr M J Nield, Director - Corporate Services, spoke to the memorandum seeking the Committee's feedback on a submission on enhancing drug-impaired driver testing in New Zealand.

Recommended

THAT the Taranaki Regional Council

- a) receives the memorandum *Enhanced drug impaired driver testing*

- b) adopts the submission on the Ministry of Transport's *Discussion Document on Enhancement Drug Impaired Driver Testing* with any changes recommended by the Committee.

McDonald/Dunlop

8. Regional Public Transport Plan review

- 8.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum outlining the process and timeframe for the review of the *Regional Public Transport Plan* and to seek member's feedback on the three key problem statements impacting the region's public transport.

Recommended

THAT the Taranaki Regional Council

- a) receives and notes the process and timeline for the review of the *Regional Public Transport Plan*
- b) agrees with the three proposed problem statements subject to any amendments agreed by the Committee.

Williamson/Volzke

Action: Problem Statement 1 – amend the terminology “low perception” as this could be perceived as overly negative.

9. Passenger transport operational update for the quarter ending 31 March 2019

- 9.1 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 31 March 2019.

Recommended

THAT the Taranaki Regional Council

- a) receives and notes the operational report of the public transport services for the quarter ending 31 March 2019.

Dunlop/I'Anson

10. Correspondence and information items

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

Recommended

That the Taranaki Regional Council:

- a) receives and notes for information purposes the update provided on the Mobile Black Spot Fund project
- b) receives and notes for information purposes the update provided on the Ministry of Transport regional transport policy workshop on 29 March 2019
- c) receives and notes for information purposes the update provided on the National Land Transport Programme workshop on 30 May 2019
- d) receives and notes for information purposes the update provided on the State Highway 43 Improvement Project correspondence.

Williamson/McDonald

There being no further business the Committee Chairperson, Councillor C S Williamson, declared the Regional Transport Committee meeting closed at 12.50pm.

Confirmed

Chairperson _____
C S Williamson

Date **11 September 2019**

Agenda Memorandum

Date 11 September 2019



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

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

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

Document: 2324010

Purpose

1. The purpose of this memorandum is to receive the minutes of the Taranaki Regional Transport Advisory Group (RTAG) meeting held on 21 August 2019.

Recommendation

That the Taranaki Regional Council:

- a) receives the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 21 August 2019.

Decision-making considerations

2. 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

3. 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

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

Iwi considerations

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

Legal considerations

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

Appendices/Attachments

Document 2316891: Minutes of Taranaki RTAG meeting 21 August 2019

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

Date	Wednesday 21 August 2019 at 10.00am	
Venue	Taranaki Regional Council, 47 Cloten Road, Stratford	
Present	Rui Leitao (RL)	NPDC
	Kevin Munisamy (KM)	NPDC
	Steve Bowden (SB)	SDC
	Vincent Lim (VL)	STDC
	Wayne Wallace (WW)	NZTA
	David Perry (DP)	NZTA
	Shaun Harvey (SH)	NZTA
	Hannah Thompson (HT)	NZTA
	Fiona Ritson (FR)	TRC
	Chris Clarke (CC)	TRC
	Gray Severinsen (GS)	TRC
	Rachel Smith (RS)	TRC
Apologies	Tiffanie Kanon (TK)	NZTA
	Paul Murphy (PM)	NZTA
	Siubhan Green (SG)	TRC

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <p>The group welcomed guest Kevin Munisamy from NPDC and Hannah Thompson from NZTA. Hannah is the (Customer) Journeys Manager based in Palmerston North and will be invited to RTAG meetings as a regular attendee.</p> <p>While an apology for Paul Murphy was noted, it was confirmed that a change in role means that he will not be a member of RTAG in future.</p>	
2.	<p>NZTA staff/roles - changes and introductions</p> <p>WW/DP provided an overview of the NZTA staff reshuffle. All four NZTA attendees are now part of the Transport Services Group which is loosely based on the former HNO structure.</p> <p>PM has changed roles and now looks after the Hawkes Bay/Gisborne region, and will likely be moving to Napier in due course. SH will be RTAG's main NZTA contact for financial matters until a replacement for PM is in place. The group thanked PM for his valuable contributions to RTAG over the years and wished him well for the future. His replacement will be added to the list of attendees in due course.</p> <p>Emma Speight (Director Regional Relationships, Lower North Island) is working on developing regional NZTA teams, ideally the staff who look after Taranaki will be</p>	

Item	Agenda subject	Action
	<p>based in Palmerston North. Feedback on who the group would like to see from NZTA attend RTAG meetings in future is welcome. WW will provide FR with Emma's email address for this feedback. SB requested an email to the group confirming the regional team once this has been established.</p> <p>DP clarified that currently for operational matters Taranaki reports to NZTA based in Palmerston North but politically reports to NZTA based in Hamilton.</p>	WW
3.	<p>Minutes of last meeting on 29 May 2019</p> <p>The previous minutes of the RTAG meeting held on Wednesday 29 May 2019 were accepted as correct.</p>	
4.	<p>Requests to vary the RLTP</p> <p>Ahititi Stock Truck Effluent and Pre-Treatment Facility Upgrade</p> <p>KM provided the group with a PowerPoint presentation on the proposed upgrades to the Ahititi STE site and effluent disposal methods.</p> <p>The current facility does not meet the original design and struggles to comply with the resource consent conditions. The current resource consent expires in mid-2021 so there is some urgency to ensure a solution is in place prior to this.</p> <p>The project will see a new 80-100,000 litre tank installed at the site. It is expected that effluent will be pumped out fortnightly during high volume months and monthly during the rest of the year. The preferred method to dispose of the waste is to transport it to the Uruti Worm Farm. However, there are major hurdles that will need to be overcome for this proposal to be successful. Firstly, the Uruti Worm Farm would need to be consented to take STE and ensure they can meet ongoing capacity and operational requirements, for this option go ahead. Secondly, all illegal dumping at the Ahititi site (primarily motorhome waste) must be eliminated – the worm farm facility cannot accept or process human waste and associated disinfectants.</p> <p>Alternatively, the effluent will be transported to the New Plymouth WWTP for disposal. There are significant expenses associated with this option such as the construction of a weeping wall facility, the ongoing costs of transporting the effluent to the WWTP and the disposal of solids (likely to Colson Road Landfill). For the purpose of future-proofing, the weeping wall facility is likely to be built as a 'Plan B' should the Uruti Worm Farm option prove unsuccessful.</p> <p>Monitoring of the STE site shows illegal dumping is prevalent. Plans to combat this include increased signage, consideration of the ability to restrict site access, and the prospect of constructing a dedicated motorhome waste dumping facility at Ahititi alongside the STE site. Currently the closest available facility for motorhomes is in Mokau (approx. 20km north of Ahititi). FR queried the possibility of a request for funding from the Motorhome Association to assist with the construction of the new waste dumping facility.</p> <p>Once the Ahititi site has been finalised, letters will be sent out to the Motorhome Association, Fonterra and other relevant parties advising of the changes. The long</p>	

Item	Agenda subject	Action
	<p>term plan is to add a northbound STE receptor. This will come with its own challenges particularly in regards to the location of underground telecommunication cables.</p> <p>RTAG supported the variation request and will elevate to RTC for approval at their next meeting. KM will also provide a presentation at the meeting.</p> <p>NZTA SH Speed Management Guideline Implementation</p> <p>Some further information from NZTA's national office was considered, however this still did not satisfy the key concerns raised previously. Discussion was held on how to proceed, noting there was unlikely to be another RTC meeting in 2019 for this to be considered. It was suggested that RTAG could support the variation request with conditions, which had been done in Southland/Otago.</p> <p>WW advised Junine Stewart (JS) from NZTA will be attending the next RTC meeting and will provide an update on the project.</p> <p>Decision by the group made to pursue further information through JS prior to the RTC meeting. RTAG could then endorse the request via email. The primary query is why \$1.1M is proposed for Pre-implementation (this is the split shown in TIO) on two routes which have already had DBCs completed (or very shortly to be completed) on them.</p>	FR
5.	<p>Regional transport matters for discussion</p> <p>Forestry harvesting roading impacts - round-up of actions</p> <ul style="list-style-type: none"> • DC's have provided generic email addresses to FR which have been integrated into the TRC application process reminding applicants of the requirement to notify the relevant DC as well. • DC's are still working on the development of respective online forms to enable applicants to easily notify them of impending harvesting. • DC's to make individual contact with forest managers regarding upcoming harvesting is a work in progress. • TRC has provided an initial contact list and updated aggregated GIS data/shapefiles to the DC's. • Ongoing investigation by FR on the potential for DC's to feed into the NES-PF One Year Review. • Discussions with landowners around un-harvested trees and with foresters regarding notification timeframes will be ongoing for those involved. • FR has confirmed logging truck drivers are not affected by recent changes to the <i>Employment Relations Act</i> regarding meal and rest breaks. <p>The decision has been made not to pursue holding annual forestry harvesting meetings at this stage, as the foresters generally choose not to attend. The impacts of forestry on roading infrastructure has now largely been left with the DC's to manage. Logging trucks on the roads are expected to double in the coming years so it is a concern for each DC how they will effectively deal with this.</p>	

Item	Agenda subject	Action
	<p>KiwiRail – contacts and project updates</p> <p>Lyndon Hammond is the new KiwiRail regional contact, he is formerly of NZTA so is already known to some members of the group. He will attend the RTAG meeting scheduled for 6 November 2019. A list of topics to be discussed at the meeting will be provided to Lyndon to allow him time to gather the necessary information.</p> <p>FR received an email update from Alan Piper at KiwiRail with regards to the Log Train Feasibility Study. The study is complete but will not be released until further modelling, including financial modelling, is complete – likely February 2020.</p> <p>Preliminary investigations are underway by KiwiRail into reopening the Stratford to Okahukura rail line as an alternative north-south rail link should the main trunk line through National Park ever be shut by a natural disaster.</p> <p>SH project updates from NZTA</p> <p>SB is putting together a Business Case seeking \$9.8M in funding from the PGF for the sealing of SH43, this will be sent to MBIE for consideration by the end of the week. The application places emphasis on the link between the Tongariro Crossing and the Taranaki region and the benefits this would have on regional economic development. Both MBIE and VT provided input and Stratford Mayor Neil Volzke personally thanked Simon Barnett of NZTA for his valuable contribution to the application.</p> <p>The tender for the detailed design of the SH3 Waitara to Bell Block (W2BB) project closes in three weeks. The project is divided in two with priority being given to the section of SH3 from Waitara to the SH3A intersection. Construction funding for this section of the project has already been confirmed. From the SH3A intersection to Bell Block, funding has been approved for the detailed design phase but not yet for the construction phase.</p> <p>Construction of two passing lanes at Ladies Mile has commenced with the expected completion date some time over the upcoming summer. A request for tender will be released this summer for the new passing lane to be built at Rapanui. This project will also include upgrades to Clifton Road in Tongaporutu. The expected completion date for this is summer 2021.</p> <p>The BC for Hawera to NP safety improvements is nearly complete and will be distributed to stakeholders before Christmas. Funding for physical works is yet to be approved.</p>	
6.	<p>Round table</p> <p>NPDC (RL)</p> <ul style="list-style-type: none"> • The construction of a half roundabout on SH44 in Moturoa will progress this coming summer once funding with NZTA is confirmed. CC asked if a plan of the proposed solution could be provided to the group. • The Airport Drive realignment project has identified some issues with the transition from SH to local roads and traffic moving from large roundabouts to smaller roads. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • A report on Blip scooters will be presented to Council. The initial trial has proven to be very successful with good public uptake and positive feedback. It is likely Blip will be offered a contract to continue operating in New Plymouth. • Some issues identified with aspects of NPDC's website since its upgrade to one main website in terms of Let's Go information failing to reach the correct audience. • A Business Case is underway for the Coastal Walkway extension. • First Network Operating Plan (NOP) workshop was held with Abley's. • The Inglewood community have raised safety concerns about the schools all being on one side of the SH and the sportsgrounds and facilities being on the other. • The first Integrated Transport Strategy workshop was held on 2 August 2019. Problem statements will be developed from the feedback given and a second workshop will be held within the next month to refine the statements and identify the potential benefits. The outcome of the workshops will be a 30-year long term vision that aligns with the GPS and the RLTP and that will feed into NPDC's AMP. • An emulsion plant will be constructed in NP near the Port, the benefits of which will be a reduced carbon footprint, improved road surface performance and the mitigation of health and safety risks. • Liardet Street trial of Plas Mix - asphalt containing recycled plastic, is going well, an investigation and report into its performance will be completed in due course. 	
	<p>SDC (SB)</p> <ul style="list-style-type: none"> • A Walking/Cycling Strategy is under development with a focus on getting children riding bikes and boosting recreational cycling. The new strategy will expand on SDC's current cycling strategy and a workshop will be held with councillors in December. No tangible updates on the Track and Trails initiative. FR advised that a Trust is being developed but there have been delays ensuring appropriate iwi representation. FR will follow up with Cr Stacey Hitchcock who is involved with this initiative. • SB will attend the Whangamomona Road Action Group AGM followed by a workshop with councillors to make a decision on the future of the Whangamomona Road. • A speed limit bylaw review is underway, SDC need to go out for a second round of public consultation as the first round did not meet the legislated consultation period. The new bylaw will come into effect on 1 February 2020 and will give council the flexibility to correct speed anomalies within the district. • Prospero Place redevelopment is still progressing. ANZ bank have left Stratford with their previous premises now standing empty. It has been noted 	FR

Item	Agenda subject	Action
	<p>that the site has become a bit of an eyesore so the Stratford Business Association is trying to address this with the developers.</p> <hr/> <p>STDC (VL)</p> <ul style="list-style-type: none"> • Nukumaru Station Road BC and design discussions back underway. • An EV charging station is now located in Waverley. • Roading procurement strategy is to be endorsed by NZTA. • All new staff have been appointed with the last one starting in November. • Work on the development of the new library, culture, arts and information centre is underway. • Potential creation of an industrial park near the racecourse – investigations are underway. • Study being conducted on how to revitalise the district’s small towns. • Roading bylaw has been reviewed (excluding speed management). • Investigations continue into the proposed Hawera to Normanby pathway. • Work being done on a potential Rotokare to Rotorangi bushwalk. <hr/> <p>NZTA (WW)</p> <ul style="list-style-type: none"> • Arataki is NZTA’s new 10 year investment plan, replacing the LTSV. Arataki will focus on a higher level evidenced based approach to investment. • Internal workshops are being held to identify the key activities to be included. Communication with central government will be key to the development of the plan as will collaboration with local government. • A first version of the plan will be released by the end of the year and will be finalised prior to the RLTP development process. • Feedback and enquiries can be sent to arataki@nzta.govt.nz <hr/> <p>NZTA (DP)</p> <ul style="list-style-type: none"> • SH rehabilitations and reseals are in the design stage. • NPDC is developing a Network Operating Plan (NOP) for the city which will involve NZTA and TRC. • NOC contract goes out for tender in October with a start date of 1 July 2020. • SH43 Hospital Hill phase B of repairs will be completed this summer, this involves the construction of a 200m retaining wall. • SH43 down to one lane at Tahora due to culvert damage. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • No updates on Mt Messenger resource consent appeals. Much is dependent on a decision from Ngāti Tama, following their officer elections, later this year. The Mt Messenger Alliance will provide an update to RTC. <hr/> <p>TRC (CC)</p> <ul style="list-style-type: none"> • TSIG held last week where the Government's Greencard initiative was discussed. This will provide Community Services Card holders with a 50% discount on public transport fares. • RITS has a new project manager who has instigated a new approach to testing. Northland will move into a production environment on 26 August and will be used as a live test setting. Roll-out for Taranaki is likely to be 2020. • ERAA rest and meal break changes proving significant for other regions. Citylink services will comply with some timetables tweaks, however, the Connector service is proving more challenging. NZTA will contract an external party to audit the PTO's costs attributed to the changes. • The RUB review is underway with more mandatory features likely. • EV buses cost escalation indexation needs to be addressed as it is currently only relevant to diesel vehicles. • MoT and NZTA have committed to working more collaboratively with each other. <ul style="list-style-type: none"> ○ A new SH speed management plan is being developed with a six-year lifespan and subject to a three-yearly review. Priority review areas are: Roads outside urban schools –possibly 30 or 40km/h; roads outside rural schools – possibly 60km/h; and roads in urban centres possibly 30 or 40km/h. • Regional speed management plans are likely to be required in the future for local roads. • Safety camera network to be expanded into high risk areas, including both fixed and mobile cameras. One consideration is for safety camera infringement processing to be moved from NZ Police to NZTA. • Work on establishing Vision Zero is due to be completed by the end of the year. 	
7.	<p>Any available updates on national workstreams</p> <p>MoT's development of GPS2021 is before the Minister – minimal updates at present.</p> <p>WW will provide an update on Arataki at the next RTAG meeting.</p> <p>FR will provide an update on TSIG's workstream developing an RLTP 'template' at the next meeting.</p>	
8.	<p>RLTP Annual Monitoring report for 2018/19</p> <p>This item will be dealt with via email.</p>	

Item	Agenda subject	Action
9.	<p>RTC meeting</p> <p>Agenda items for the next RTC meeting on 11 September are:</p> <ul style="list-style-type: none"> ○ RLTP variation requests ○ An update from Crown Infrastructure on the Mobile Blackspot Fund ○ Update on MoT workstreams. ○ NZTA regional update ○ NZTA State Highway project updates ○ SH43 update ○ Submission on the Road Safety Strategy ○ PT Operational update 	
10.	<p>General business</p> <p>CC has made a request to NZTA via DP to consider installing formal bus stops at the 'Purple Dairy' on SH3 in Inglewood. The stops are frequently used by both school buses and the Connector but lack a dedicated bus stop and signage. CC thanked DP for elevating this to the correct person.</p> <p>FR noted that due to time constraints some items on the agenda were omitted from the meeting but will be addressed via email or at the next RTAG meeting.</p>	
11.	<p>Next meeting</p> <p>Scheduled for Wednesday 6 November 2019</p> <p>Meeting closed 12.37pm</p>	

Acronyms commonly used in RTAG meetings

Acronym	Meaning
AC	Activity Class
AG2MM	Awakino Gorge to Mt Messenger Programme
AMP	Asset or Activity Management Plan
BC	Business Case
CMP	Corridor Management Plan
DC	District council
GIS	Geographic Information System
GPS	Government Policy Statement on Land Transport
HNO	Highways & Network Operations section of NZTA
IAF	NZTA's Investment Assessment Framework
ILM	Investment Logic Mapping
LOS	Levels of Service
LTP	Long Term Plan
LTV	Long Term View
NOC	Network Outcomes Contract
NPDC	New Plymouth District Council
NZTA	New Zealand Transport Agency
ONRC	One Network Rooding Classification
PGF	Provincial Growth Fund
POE	Point of Entry (initiation of a business case)
RAMM	Road Assessment and Maintenance Management database
RAPT	Review and Prioritisation Team
RCA	Road Controlling Authority
REDS	Regional Economic Development Strategy
RLTP	Regional Land Transport Plan
RSTES	Regional Stock Truck Effluent Strategy
RTAG	Regional Transport Advisory Group
RTC	Regional Transport Committee
RWCS	Regional Walkways and Cycleways Strategy
SDC	Stratford District Council
SH	State Highway
SHIP	State Highway Investment Proposal
SIG	Special Interest Group
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
TAIP	Transport Agency Investment Proposal
TEFAR	Targeted Enhanced Financial Assistance Rate
TP	Transport Programme
TRC	Taranaki Regional Council
TSIG	Transport Significant Interest Group
VDAM	Vehicle Dimensions & Mass
WAC	Walking Access Commission
WWTP	Waste Water Treatment Plant

Agenda Memorandum

Date 11 September 2019



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

**Subject: Submission on the National Road Safety
Strategy 2020-2030**

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

Document: 2324031

Purpose

1. The purpose of this item is to seek formal endorsement of the regional submission on the draft *2020-2030 National Road Safety Strategy: Road to Zero*, which was previously circulated by email to allow the Committee's consideration prior to the submission closing date.

Executive summary

2. On 17 July 2019, the Ministry of Transport released their consultation document for the *2020-2030 National Road Safety Strategy: Road to Zero*, seeking written submissions by 14 August 2019. Due to the timing of meetings, a regional submission was prepared and considered by the Committee via email, to meet the due date. This item seeks to formalise the endorsement of that submission.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum, Submission on the National Road Safety Strategy 2020-2030
- b) adopts the submission on the *2020-2030 National Road Safety Strategy: Road to Zero*.

Background

3. On 17 July 2019, the Ministry of Transport released their consultation document for the *2020-2030 National Road Safety Strategy: Road to Zero*, seeking written submissions by 14 August 2019.
4. Due to the timing of meetings, and the short turnaround time, input into the submission by the Regional Transport Advisory Group (RTAG) and the Committee was undertaken by email – refer to attached emails for ease of reference.

5. The draft submission was then considered by the Committee via email, with the finalised regional submission being submitted online on 14 August 2019. This item seeks to formalise the endorsement of that submission, which is attached in full to this memorandum.

Key submission points

6. The submission was in general support of the strategy and its contents. Specific support included:
 - Strong support for the proposed new approach to road safety ('**Vision Zero**'), which says that no death or serious injury while travelling on our roads is acceptable.
 - Strong support for the seven Principles guiding the Strategy:
 1. We plan for people's mistakes
 2. We design for human vulnerability
 3. We strengthen all parts of the road transport system
 4. We have a shared responsibility for improving road safety
 5. Our actions are grounded in evidence and evaluated
 6. Our road safety actions support health, wellbeing and liveable places
 7. We make safety a critical decision-making priority.
 - Strong support for the five focus areas identified in the strategy:
 1. Improve the safety of our cities and regions through infrastructure improvements and speed management
 2. Significantly improve the safety performance of the vehicle fleet
 3. Treat road safety as a critical health and safety at work issue
 4. Encourage safer choices and safer behaviour on roads
 5. Drive action through effective system management.
 - Support for all fourteen of the priority actions listed, particularly the following:
 - Introduce a new approach to tackling unsafe speeds
 - Enhance drug driver testing
 - Invest in safety treatments and infrastructure improvements
 - Raise safety standards for vehicles entering the fleet
 - Prioritise road policing.
7. Other submission points included:
 - Agreement that road safety goes beyond an obligation to prevent death and injuries to improving lives and lifestyles too – by ensuring people feel safe riding their bikes and letting their children walk, bike or scooter to school. Road networks should connect people and communities rather than dividing them.
 - Good public design, which is supportive of safe accessibility (walking, cycling, ease of taking public transport, etc.), will improve road safety outcomes. Existing configurations in many urbanised areas around the country, often favour car travel and make alternative travel an unsafe transport choice.

- Aspects of the Strategy appear to be very urban-centric, and that thought needs to be given as to how the same outcomes for health, wellbeing and liveability are supported in rural areas.
- Proposing changing the terminology used to 'land transport system' rather than just 'road transport system', in line with reducing the roading-centric focus of previous eras.
- Mode shift from cars to public transport, cycling or walking will generate significant safety and health benefits that should be recognised in the Strategy.
- Helping people to follow the rules and make good choices to take care of each other requires both improved road safety education and regulation, with Police enforcement seen as critical to achieving Road to Zero outcomes. There is a perception in some quarters that Police enforcement has declined in recent years and the Council supports the high priority given to enforcement in Road to Zero.
- Reducing speed limits on roads will not be effective without increased enforcement. A significant increase in the number of speed cameras is required, and it is recommended that speed cameras should be placed on rural collector roads as well as state highways.
- Strongly supporting the enhancement of drug-impaired driver testing, in line with the submission made in June 2019, and requesting the early roll out of the recommendations from that consultation process.
- Support for strong emphasis on road safety education, both at national and local level, and submits that the important role of local government road safety educators (coordinators) should be recognised in the Strategy. Shifting public behaviour requires a multi-faceted approach, and locally coordinated efforts are particularly important when dealing with inter-generational attitudes, which require specific education and encouragement in face-to-face environments.
- There should be a greater emphasis on driver training as part of the Strategy, including greater support for driver licence training. Removing cost barriers through subsidising driver training, and including defensive driver courses as standard, would surely be a cost-effective intervention to improve road safety outcomes. Advanced driver training should be made more accessible and attractive, particularly to younger drivers.
- Proposing that the Strategy include an action of educating people on what the safety rating of the vehicles they drive (both for personal use and work) are, which could be done by labelling as part of Vehicle Registration systems.
- Recommendation for greater use of technology to bring together the information that different organisations gather into one coherent and accessible system.
- Recommending an action focusing on emerging safety issues associated with micro mobility (eScooters etc).

Decision-making considerations

8. 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

9. 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

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

Iwi considerations

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

Legal considerations

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

Appendices/Attachments

Document 2325713: Emails seeking feedback for regional NRSS submission

Document 2312934: Scan of submission on the 2020-2030 Road Safety Strategy

Fiona Ritson

From: Fiona Ritson
Sent: Friday, 9 August 2019 3:27 PM
To: 'Craig Williamson (RTC Chair)'; 'Harry Duynhoven (NPDC RTC Rep)'; 'Rui Leitao (NPDC)'; 'Matthew McDonald (RTC Dep)'; 'Neil Volkze (Mayor SDC)'; 'Ross Dunlop (Mayor STDC)'; 'Stephen Bowden (SDC)'; 'Vincent Lim (STDC)'; David Perry (NZTA)
Cc: 'Tom Cloke (TRC Cr)'; 'Ross l'Anson (NZTA)'; Mike Nield; Chris Clarke; Gray Severinsen; Carolyn Copeland (STDC); Courtney Devlin (SDC); Gray Severinsen; Matt Richardson (NPDC); Paul Murphy (NZTA P&I); Shaun Harvey (NZTA); Siubhan Green; Wayne Wallace (NZTA P&I)
Subject: RE: Release of draft 2020-30 National Road Safety Strategy - request for feedback on draft regional submission
Attachments: FRODO-#2306356-v1-Submission_on_the_2020-2030__Road_Safety_Strategy__Road_to_Zero.DOCX
ProfileOnSend: 1

Good afternoon Taranaki RTC and RTAG

For your feedback by the end of next Tuesday 13 August, attached please find a draft regional submission on the proposed *2020-2030 National Road Safety Strategy: Road to Zero*.

Looking forward to hearing your views. In particular, your thoughts on Question 17 which asks us to select our top priority actions.

Ngā mihi
Fiona

Fiona Ritson
Policy Analyst

Please note that I work part-time. I'm usually in the office Monday / Wednesday / Friday.

From: Fiona Ritson
Sent: Wednesday, 24 July 2019 12:37 PM
To: Craig Williamson (RTC Chair) <Craig.Williamson@trc.govt.nz>; Harry Duynhoven (NPDC RTC Rep) <harry.duynhoven@npdc.govt.nz>; Matthew McDonald (RTC Dep) <Matthew.McDonald@trc.govt.nz>; Neil Volkze (Mayor SDC) <nvolkze@stratford.govt.nz>; Ross Dunlop (Mayor STDC) <ross.dunlop@stdc.govt.nz>
Cc: Tom Cloke (TRC Cr) <Tom.Cloke@trc.govt.nz>; Ross l'Anson (NZTA) <Ross.l'Anson@nzta.govt.nz>; Mike Nield <Mike.Nield@trc.govt.nz>; Chris Clarke <chris.clarke@trc.govt.nz>; Gray Severinsen <Gray.Severinsen@trc.govt.nz>; Rui Leitao (NPDC) <Rui.Leitao@npdc.govt.nz>; Stephen Bowden (SDC) <SBowden@stratford.govt.nz>; Vincent Lim (STDC) <vincent.lim@STDC.govt.nz>
Subject: Release of draft 2020-30 National Road Safety Strategy - request for early input into draft regional submission

Good afternoon Taranaki RTC members

Last Wednesday 17 July the government released their consultation document for the 2020-2030 national road safety strategy. Please see below and attached.

The RTAG will be drafting a submission on behalf of the RTC. If you have any views or matters that you would like included in the regional submission, please forward these to me as soon as you can.

I will then circulate the draft regional submission to RTC members prior to the closing date of 14 August to get your feedback prior to submittal.

Naturally, each organisation are likely to be making a submission on their own behalf also.

Ngā mihi
Fi

Fiona Ritson

Policy Analyst – Regional Transport

Taranaki Regional Council

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[Working with people](#) | caring for Taranaki

Please note that I work part-time. I'm usually in the office Monday / Wednesday / Friday.



**Improving
lifestyles**

From: Road Safety Strategy [<mailto:RoadSafetyStrategy@transport.govt.nz>]

Sent: Wednesday, 17 July 2019 1:47 PM

To: Road Safety Strategy <RoadSafetyStrategy@transport.govt.nz>

Subject: road safety strategy consultation

Dear all,

Public consultation on the new road safety strategy *Road to Zero* has opened today. We're really looking forward to hearing people's views on the proposals, and you can have your say at:

www.transport.govt.nz/zero

On the site, you'll find the full [consultation document](#), as well as summary documents and a short animation (including a version in Te reo Māori) explaining the approach.

Submissions must be made by **5pm, 14 August 2019**.

Please share the link with anyone you know who would like to have their say (and here's a link to a short animation to promote the consultation on social media <https://youtu.be/ROmqHHCSNqE>)

We also attach a road safety mythbusting document that outlines some responses to common misconceptions that you and your team might have heard from time to time too.

We really look forward to hearing your views on these proposals and to working with you to make road travel safer for everyone.

Warm regards,

Road Safety Strategy team

14 August 2019
Document: 2306356

Consultation on the 2020-2030 Road Safety Strategy
via submission online at www.transport.govt.nz/zero

Submission on the 2020-2030 Road Safety Strategy: Road to Zero

Introduction

The Taranaki Regional Council (the Council) thanks the Ministry of Transport for the opportunity to make a submission on the *Draft 2020-2030 Road Safety Strategy: Road to Zero* (*Road to Zero* or the Strategy).

The Council makes this submission in recognition of the purpose of local government set out in the *Local Government Act 2002*, and the role, status, powers and principles under that Act relating to local authorities. In particular, the Council's comments are made in recognition of its:

- functions and responsibilities under the *Land Transport Management Act 2003*;
- and its regional advocacy responsibilities whereby the Council represents the Taranaki region on matters of regional significance or concern.

The Council has also been guided by its Mission Statement '*To work for a thriving and prosperous Taranaki*' across all of its various functions, roles and responsibilities, in making this submission.

This submission takes a holistic regional view of the issues and impacts across the region for all Approved Organisations (AOs). The submission has been developed with input from officers of the region's territorial authorities, through the Regional Transport Advisory Group, although it is noted that each of the territorial authorities may also make a submission on their own behalf.

General comments

The Council applauds Government and the Ministry of Transport on preparing the *Road to Zero*, which outlines the proposed national road safety strategy for the next ten years, and in general supports the strategy and its contents.

The Council notes New Zealand's appalling road safety statistics that show that, on average, more than one person is killed every day and seven others are seriously injured in road crashes. Road safety is a matter of particularly high importance in Taranaki given the high level of deaths and serious injuries on roads in the region.

In general, the Council believes *Road to Zero* provides a strong foundation for central and local government together with stakeholders and the public to make positive steps to improving road safety in the country. It is noted however, that *Road to Zero* does not include detailed actions. The action plans which will follow to support the Strategy will be vital to

set out the practical steps going forward, and appropriate resourcing (including funding) will be crucial to ensure real progress is made in improving road safety.

Submission

The rest of the submission, given on the following pages, has been entered directly into the online form as requested.

Should you have any queries, or require any additional information about this submission, please contact Fiona Ritson, Policy Analyst, via Fiona.Ritson@trc.govt.nz or 06 765 7127.

Yours faithfully
BG Chamberlain
Chief Executive



per: M J Nield
Director Corporate Services

Vision

1. VISION

Our proposed vision for road safety is: 'a New Zealand where no one is killed or seriously injured in road crashes'.

To what extent do you support the proposed vision?

Strongly oppose Somewhat oppose Somewhat support Strongly support Don't know

What was the reason for your rating? Do you have any other comments on the proposed vision?

Strongly support.

The Council supports the proposed new approach to road safety, which says that no death or serious injury while travelling on our roads is acceptable.

The Council agrees that people should be able to travel safely on our highways, streets, footpaths and cycleways. The ripple effect of road trauma on families, survivors, colleagues and communities, as well as the economy and health system is devastating and unacceptable. No one expects to crash, but everyone makes mistakes – including those of us who are usually careful and responsible drivers.

The Council agrees that road safety goes beyond an obligation to prevent death and injuries to improving lives and lifestyles too — by ensuring people feel safe riding their bikes and letting their children walk, bike or scooter to school. Road networks should connect people and communities rather than dividing them.

The Council agrees that a good road strategy is about putting the needs of people, rather than vehicles, at the centre of decision-making. While it naturally outlines a plan to stop people being killed or injured on our roads, it also aims to give people more choice about how they get around because they will feel safer to walk or bike, in communities that are more liveable.

The Council believes that the Vision needs to be actively sold to the public and industry sectors to encourage behaviour change.

Proposed Target for the Strategy

2. TARGET

As a step towards achieving this vision, we propose a target of a 40 percent reduction in deaths and serious injuries by 2030.

What do you think about this target?

That target is too high That target seems about right That target is not high enough Don't know

What was the reason for your response? Do you have any other comments on our proposed target?

That target seems about right.

The Council notes that the Strategy's 40% target is based on best practice modelling and is deemed achievable under existing constraints of funding, resourcing and regulation.

However, support for an exact percentage-based target is unable to be provided based on the current information available.

Principles guiding the Strategy

PRINCIPLES

Clear guiding principles provide a shared understanding of how we will work, and the values that will guide our actions and decision-making.

Our proposed seven guiding principles for our road safety strategy are:

1. *We plan for people's mistakes.*
2. *We design for human vulnerability.*
3. *We strengthen all parts of the road transport system.*
4. *We have a shared responsibility for improving road safety.*
5. *Our actions are grounded in evidence and evaluated.*
6. *Our road safety actions support health, wellbeing and liveable places.*
7. *We make safety a critical decision-making priority.*

You will now be asked to rate and provide comment on these proposed principles.

3. Principle 1: We plan for people's mistakes

We accept that people will make mistakes and take risks but that these mistakes should not result in people dying or suffering serious injuries on our roads.

Our first principle is: 'We plan for people's mistakes'.

To what extent do you support this principle?

Strongly oppose Somewhat oppose Somewhat support Strongly support Don't know

Do you have any further comments about this principle?

Strongly support.

The Council supports the building of a safe road system that is designed for people. This means doing our best to reduce the number of crashes, but acknowledging that mistakes will happen. Crashes will continue to happen, but when they do, serious harm can be prevented through safer vehicles, safer speeds and more forgiving road design.

4. Principle 2: We design for human vulnerability

There are physical limits to the amount of force our bodies can take before we are injured in a crash and we will design our road system to acknowledge this.

Our second principle is: 'We design for human vulnerability'.

To what extent do you support this principle?

Strongly oppose Somewhat oppose Somewhat support Strongly support Don't know

Do you have any further comments about this principle?

Strongly support.

People make mistakes, but deaths and serious injuries should not be a cost of travelling around.

5. Principle 3: We strengthen all parts of the road transport system

We will improve the safety of all parts of the system - roads and roadsides, speeds, vehicles, and road use - so that if one part fails, other parts will still protect the people involved. We will make roads and streets safer for more vulnerable road users such as pedestrians, cyclists, motorcyclists and scooter riders.

Our third principle is: 'We strengthen all parts of the road transport system'.

To what extent do you support this principle?

Strongly oppose Somewhat oppose Somewhat support Strongly support Don't know

Do you have any further comments about this principle?

Strongly support.

The Council proposes changing the terminology used to 'land transport system' rather than just 'road transport system', in line with reducing the roading-centric focus of previous eras.

6. Principle 4: We have a shared responsibility for improving road safety

The people who design, build and manage the road transport system, as well as the individuals and communities who use it, all have a part to play in making our roads safe.

Our fourth principle is: 'We have a shared responsibility for improving road safety'.

To what extent do you support this principle?

Strongly oppose Somewhat oppose Somewhat support Strongly support Don't know

Do you have any further comments about this principle?

Strongly support.

The Council notes that local government is a key partner in road safety alongside MoT, NZTA and the Police, and this needs to be better reflected in *Road to Zero*.

7. Principle 5: Our actions are grounded in evidence and evaluated

We will strengthen our road safety research so that we can base our decisions on the best evidence available. We will evaluate the changes we make so that we see what works, what doesn't work and what needs to be altered.

Our fifth principle is: 'Our actions are grounded in evidence and evaluated'.

To what extent do you support this principle?

Strongly oppose Somewhat oppose Somewhat support Strongly support Don't know

Do you have any further comments about this principle?

Strongly support.

The Council notes that information and data is critical to provide evidence to implement the Strategy. Also, that monitoring and reporting is put in place to measure the effectiveness of the actions being taken.

There are many organisations that have data or information on road safety including MoT, NZTA, NZ Police, ACC, health authorities and local government. The *Road to Zero* should work to identify and improve collaboration between organisations to ensure data sharing occurs and that all parties are working from the same best possible evidence.

Greater use of technology to bring together the information that different organisations gather into one coherent and accessible system, is recommended.

8. Principle 6: Our road safety actions support health, wellbeing and liveable places

Our roads are not just used for getting from A to B. In urban areas in particular, they are often places where people meet, shop and where children play. We will acknowledge this in our decision-making process to support healthier and more liveable places.

Our sixth principle is: 'Our road safety actions support health, wellbeing and liveable places'.

To what extent do you support this principle?

Strongly oppose Somewhat oppose Somewhat support Strongly support Don't know

Do you have any further comments about this principle?

Strongly support.

The Council notes that good public design, which is supportive of safe accessibility (walking, cycling, ease of taking public transport, etc), will improve road safety outcomes. Existing configurations in many urbanised areas around the country, often favour car travel and make alternative travel an unsafe transport choice.

The Council submits that mode shift from cars to public transport, cycling or walking will generate significant safety and health benefits that should be recognised in the Strategy.

The Council notes that this Principle appears to be very urban-centric, and that thought needs to be given as to how the same outcomes for health, wellbeing and liveability are supported in rural areas.

9. Principle 7: We make safety a critical decision-making priority

We will treat safety as a higher priority in the way we make decisions. This does not mean that other objectives, such as efficiency, are no longer important, but that they should not be achieved at the cost of safety.

Our seventh principle is: 'We make safety a critical decision-making priority'.

To what extent do you support this principle?

Strongly oppose Somewhat oppose Somewhat support Strongly support Don't know

Do you have any further comments about this principle?

Strongly support.

The Council submits that the role of regional land transport plans in road safety planning, investment and implementation should be adequately reflected in the Strategy.

The Council further submits that the safety benefits associated with shifting freight from road to rail and coastal shipping is more clearly recognised within *Road to Zero*.

Focus areas of the Strategy

FOCUS AREAS

Our target will be achieved through action in five key areas:

1. *Improve the safety of our cities and regions through infrastructure improvements and speed management*
2. *Significantly improve the safety performance of the vehicle fleet*
3. *Treat road safety as a critical health and safety at work issue*
4. *Encourage safer choices and safer behaviour on roads*
5. *Drive action through effective system management.*

You will now be asked to rate and provide comment on these five proposed focus areas. You will then be asked about priority actions on the next page.

11. Focus Area 1: Infrastructure and Speed

Our roads and streets reflect our natural landscape and changing communities: our roads are winding, hilly and often narrow, and our streets can be full of people, and bustling retail areas. Not all risks are visible, and the wrong speed can result in an unforeseen tragedy. Improving our road infrastructure and setting and enforcing safe speed limits are some of the most powerful ways we can create a road system that is forgiving of human mistakes.

Our first focus area is: 'Improve the safety of our cities and regions through infrastructure improvements and speed management.'

To what extent do you support this focus area?

Strongly oppose Somewhat oppose Somewhat support Strongly support Don't know

What was your reason for this rating? Do you have any further comments about this focus area?

Strongly support this focus area.

The Council notes that:

- In the event of a crash, regardless of its cause, the speed of impact is the most important factor influencing whether or not the people involved can walk away from the crash alive. There is strong evidence that a decrease in the average travel speed on a road is associated with a decrease in the number of crashes, as well as the severity.
- Roads and footpaths can be made safer by separating fast-moving cars from each other, and keeping cars and trucks separated from pedestrians and bikes.
- Safer speeds on the most risky roads will save lives, and make it less stressful for other people who are walking and biking or travelling with children.

Sufficient and timely funding for safety improvements on both state highways and local roads is essential. Of concern, currently there appears to be an overlap in investigations (and funding of these) into potential safety improvements on the same state highways throughout our region — under various 'national programmes' which seems to operate almost independently from each other. For example, investigations on priority sections of our state highway network with known high safety risk, such as SH3 Waitara to Bell Block (which contains 3 of the Top 100 Worst

Intersections in the country), seem to be continually extended or overlapped, with minimal implementation undertaken.

Safer speeds is a critical element to improving road safety. *Road to Zero* notes that speeds will be addressed under the Tackling Unsafe Speeds Programme but the Strategy lacks details on the mechanics of how the new speed system will work. The Council recommends that local government is included in the MoT, NZTA and Police team working on Tackling Unsafe Speeds to ensure that local government knowledge and views on new streamlined regulations are taken into account before the Cabinet paper is finalised.

The Council recommends strong central government leadership on speed management to ensure local government is well supported when undertaking speed limit reviews.

Specific support is given for the following initial actions noted in the Strategy for this focus area:

- Investing more in safety infrastructure
- Reducing speeds in urban areas and around schools.
- Greater Police enforcement of speed, and the improved use of safety cameras.
- Improving the safety and accessibility of footpaths, bike lanes and cycleways for vulnerable users.

12. Focus Area 2: Vehicle safety

The design and safety features of our vehicles matter. Safer vehicles not only help drivers avoid crashes, but also protect occupants and other road users when crashes do happen.

Our second focus area is: 'Significantly improve the safety performance of the vehicle fleet'.

To what extent do you support this focus area?

Strongly oppose Somewhat oppose Somewhat support Strongly support Don't know

What was your reason for this rating? Do you have any further comments about this focus area?

Strongly support this focus area.

The Council supports improving the performance of the vehicle fleet (both new and used). It is understood that 45% of the existing vehicle fleet is at 1 star or lower, which is unacceptable and yet not widely known. There is a need to provide greater public education on vehicle safety so that the public have a clear understanding of the safety of the vehicles they are driving or intend purchasing.

The Council suggests that the Strategy should include an action of educating people on what the safety rating of the vehicles they drive (both for personal use and work) are, which could be done by labelling as part of Vehicle Registration systems.

13. Focus Area 3: Work-related road safety

Employers have a responsibility to ensure that work-related road travel is safe for their staff and the public. About 25 percent of the deaths on our roads involve someone driving for work, whether as a commercial driver or as a secondary part of their main role. Ensuring that road safety is treated as a critical health and safety at work issue has the potential to significantly reduce this harm.

Our third focus area is: 'Ensure that businesses and other organisations treat road safety as a critical health and safety issue'.

To what extent do you support this focus area?

Strongly oppose Somewhat oppose Somewhat support Strongly support Don't know

What was your reason for this rating? Do you have any further comments about this focus area?

Strongly support this focus area.

The Council agrees that this focus area is especially important when it comes to rules about speed, fatigue and how long people can travel for before they should take a break.

The Council notes that while trucks are not involved in significantly more crashes per kilometre than other types of vehicles, these crashes are far more likely to be fatal, accounting for over 20% of road deaths. The Council therefore supports the proposed action of strengthening regulations governing commercial transport, including the rules on logbooks and work time requirements.

Particular work-related road safety issues in Taranaki include the operation of logging trucks on narrow windy local roads, and shift-worker fatigue.

14. Focus Area 4: Road user choices

Everyone has a responsibility to act with care and consideration on our roads. We need to continue to shift public attitudes and behaviour through road safety education and promotion, ensure that our training and licensing systems equip people with the skills required to be safe, alert and compliant, and deliver effective enforcement targeted towards risk.

Our fourth focus area is: 'Encourage safer choices and safer behaviour on our roads.'

To what extent do you support this focus area?

Strongly oppose Somewhat oppose Somewhat support Strongly support Don't know

What was your reason for this rating? Do you have any further comments about this focus area?

Strongly support this focus area.

Although most road users intend to follow the rules of the road, many will occasionally push the limits or make poor choices.

The Council submits that helping people to follow the rules and make good choices to take care of each other requires both improved road safety education and regulation, with Police enforcement seen as critical to achieving *Road to Zero* outcomes. There is a perception in some quarters that Police enforcement has declined in recent years and the Council supports the high priority given to enforcement in *Road to Zero*.

The Council notes that it made a submission in June 2019 strongly supporting the enhancement of drug impaired driver testing, and the early roll out of the recommendations from that consultation process is strongly recommended again here.

The Council supports a strong emphasis on road safety education, both at national and local level, and submits that the important role of local government road safety educators (coordinators) should be recognised in the Strategy. Shifting public behaviour requires a multi-faceted approach, and locally coordinated efforts are particularly important when dealing with inter-generational attitudes which require specific education and encouragement in face-to-face environments.

The Council submits that there should be a greater emphasis on driver training as part of the Strategy, including greater support for driver licence training. Removing cost barriers through subsidising driver training, and including defensive driver courses as standard, would surely be a cost-effective intervention to improve road safety outcomes. Advanced driver training should be made more accessible and attractive, particularly to younger drivers.

The Council queries whether compulsory Third Party Insurance is being considered, noting that the added cost involved may encourage more appropriate vehicle choices.

The Council also queries how the Government plans to improve the progression of drivers through the Graduated Licensing System, noting examiner and testing station resourcing issues as well as cost barriers for some drivers.

15. Focus Area 5: System management

Everyone who uses, designs, manages and maintains our roads, streets and footpaths has an important role to play. Leadership, co-ordination, engagement, and accountability will therefore be critical if we are to achieve our road safety ambitions.

Our fifth focus area is: 'Develop a management system that reflects international best practice.'

To what extent do you support this focus area?

Strongly oppose	Somewhat oppose	Somewhat support	Strongly support	Don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

What was your reason for this rating? Do you have any further comments about this focus area?

Strongly support this focus area.

The Council agrees that there is a real need to build public understanding and support for action, as proven safety interventions can sometimes meet community resistance.

The Strategy refers to strengthening the role of the National Road Safety Committee, which brings together central government agencies to coordinate road safety policy. The Council submits that the work of this Committee needs to be better understood, including release of Minutes and project

planning etc, and that local government should be represented on this Committee. Local government has both significant responsibilities for local road networks but also awareness and involvement in road safety education in the affected communities, which needs to be better recognised.

The Council notes the recent research quoted in the Strategy, that improvement to post-crash care could have affected 11 percent of fatal crashes sampled, particularly in rural areas. Partnerships with transport, health and emergency services is essential, and greater coordination between emergency services as first responders to crashes is certainly supported. The inability to contact/coordinate emergency services due to unreliable or absent digital connectivity is an ongoing issue in large areas of Taranaki, including on sections of our inter-regional state highways.

16. Do you have any final comments about our focus areas?

17. ACTION PLAN PRIORITIES

We have proposed a list of 14 priority actions under our five focus areas.

Please tick your top three priorities from the list below.

- Introduce a new approach to tackling unsafe speeds
- Invest in safety treatments and infrastructure improvements
- Review infrastructure standards and guidelines
- Raise safety standards for vehicles entering the fleet
- Promote the availability of vehicle safety information
- Implement mandatory anti-lock braking systems for motorcycles
- Support best practice for work-related travel
- Strengthen the regulation of commercial transport services
- Enhance the safety and accessibility of footpaths, bike lanes and cycleways
- Prioritise road policing
- Enhance drug driver testing
- Support motorcycle safety
- Review financial penalties and remedies
- Strengthen system leadership, support and co-ordination

Do you have any comments about these priority actions?

The Council supports all the priority actions listed. The top priorities are:

- Introduce a new approach to tackling unsafe speeds
- Enhance drug driver testing
- Invest in safety treatments and infrastructure improvements

- Raise safety standards for vehicles entering the fleet
- Prioritise road policing

Reducing speed limits on roads will not be effective without increased enforcement. A significant increase in the number of speed cameras is required, and it is recommended that speed cameras should be placed on rural collector roads as well as state highways.

18. ADDITIONAL ACTIONS

Do you have any suggestions about other actions we could consider for future action plans?

The Council recommends an action focusing on strengthening driver training and ongoing education.

The Council recommends an action focusing on emerging safety issues associated with micro mobility (eScooters etc).

19. MEASURING SUCCESS

The *Road to Zero* consultation document provides a draft outcomes framework, which provides a list of key measures that can help us track progress and performance indicators to help us meet our targets. This outcomes framework will help us monitor how the road safety system is performing, drive action and hold agencies publicly accountable for delivering the strategy. The framework will continue to evolve as we develop the final strategy.

Do you have comments about the way we intend to monitor our performance?

The Council supports the draft outcomes framework and associated KPIs.

In addition to the KPI of 'Perceived likelihood of being caught for undertaking risky behaviours', the Council suggests an additional KPI regarding public perception of their safety, as this will affect how they and their loved ones use the land transport system – including increasing use of modes other than private motor vehicle.

The Council suggests that the improved road safety data collection, monitoring and reporting is undertaken down to at least regional level to enable regions to report to their Regional Transport Committees with robust regional data. Preferably, such reporting could be at the district level.

20. Additional supporting material

Providing your feedback through this online form makes it easier for us to read and analyse your input. If you would like to provide any additional supporting material, you can attach it here. Please note, this is not required.

Note that the Council's introductory comments (page 1-2 of this document) will be inserted here.

Agenda Memorandum

Date 11 September 2019



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

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

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

Document: 2324043

Purpose

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

Executive summary

2. A request has been received from the New Plymouth District Council and NZ Transport Agency to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* (RLTP or the Plan), by adding a new project, 'Ahititi Stock Effluent and Pre-Treatment Facility Upgrade'.
3. This request has received support from the Regional Transport Advisory Group, and is now brought before the Committee for consideration. This request is not significant enough to require going back out for public consultation.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum, Request to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*
- b) agrees to the requested variation to the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*, made by the New Plymouth District Council and NZ Transport Agency, to add a new project 'Ahititi Stock Effluent and Pre-Treatment Facility Upgrade'
- c) adopts this variation to the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* and forwards it on to the NZ Transport Agency.

Background

4. The current *RLTP for Taranaki: Mid-term Review*, which covers the three-year period from July 2018 to June 2021, was adopted in June 2018.
5. 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.
6. In accordance with the *RLTP for Taranaki: Mid-term Review Variation Policy*, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement. The variation is then forwarded by the Committee to the Taranaki Regional Council for final approval, and ultimately to the NZ Transport Agency for consideration of inclusion within the National Land Transport Programme.

Ahititi Stock Effluent and Pre-Treatment Facility Upgrade

7. The New Plymouth District Council and NZ Transport Agency are seeking the inclusion of a new project in the current *RLTP for Taranaki: Mid-term Review* to enable the upgrade of the Ahititi stock effluent disposal facility.
8. Over the years, the usage of the SEDF has outpaced its capacity, and the site has struggled to cope in recent times. New Plymouth District Council have investigated a range of upgrade/replacement options, as part of their responsibility for the operation and maintenance of the site. The option chosen as the most cost effective, is to replace the existing three-pond treatment system with an underground tank and truck the effluent south for treatment. This proposal aligns with the Taranaki Regional Council's signalled changes to the proposed *Freshwater and Land Management Plan*, promoting land-based treatment and disposal of dairy effluent, which is now regarded as best practice.
9. This variation request is to enable national funding support to upgrade the current facility by building a new receiving facility at SH3 Ahititi and a pre-treatment facility at the New Plymouth Waste Water Treatment Plant (NPWWTP). The three ponds at Ahititi will be decommissioned once the pre-treatment and receiving facilities are both built.
10. This stock truck effluent disposal facility has high usage, and its ongoing operation is crucial in keeping stock truck effluent off roads.
11. Details of the request proposal are provided in the attached request form. Kevin Munisamy, Infrastructure Project Manager, New Plymouth District Council, will speak to this item.

Significance of variation request in relation to need for public consultation

12. 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.
13. This variation request is not considered to trigger the significance policy in terms of requiring that a new public consultation process is undertaken.

Support of the Regional Transport Advisory Group

14. The Regional Transport Advisory Group (RTAG) for Taranaki considered this variation request at its meeting of 21 August 2019. The RTAG supported this request being brought to the Committee for consideration.

Decision-making considerations

15. 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

16. 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

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

Iwi considerations

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

Legal considerations

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

Appendices/Attachments

Document 2313049: Request to vary the Taranaki RLTP - SH3 Ahititi stock truck effluent disposal facility upgrade

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

Request to vary the Regional Land Transport Plan for Taranaki 2015-2021	
Purpose:	To enable the Regional Transport Committee of the Taranaki Regional Council to consider a request for a variation to the <i>Regional Land Transport Plan for Taranaki 2015-21 (RLTP)</i> .
Requesting organisation:	NZ Transport Agency & New Plymouth District Council
Contact person/s:	Kevin Munisamy, Project Manager – Infrastructure (NPDC)
Variation request:	Add a new project – Ahititi Stock Effluent and Pre-Treatment Facility Upgrade
<p>Background to variation request</p> <p>The NZ Transport Agency (NZTA), as consent owner for the Ahititi stock effluent disposal facility (SEDF), currently operates under Resource Consent (6221-1) from the Taranaki Regional Council (TRC). The Consent expires on 1st June 2021.</p> <p>Over the years, the usage of the SEDF has outpaced its capacity, and the site has struggled to cope in recent times. New Plymouth District Council (NPDC) have investigated a range of upgrade/replacement options, as part of their responsibility for the operation and maintenance of the site. The option chosen as the most cost effective, is to replace the existing three-pond treatment system with an underground tank and truck the effluent south for treatment. This proposal aligns with the TRC's signalled changes to the proposed <i>Freshwater and Land Management Plan</i>, promoting land-based treatment and disposal of dairy effluent, which is now regarded as best practice.</p> <p>This variation request is to enable the NZTA and NPDC to upgrade the current facility by building a new receiving facility at SH3 Ahititi and a pre-treatment facility at the New Plymouth Waste Water Treatment Plant (NPWWTP). The three ponds at Ahititi will be decommissioned once the pre-treatment and receiving facilities are both built.</p> <p>This stock truck effluent facility has high usage, and its ongoing operation is crucial in keeping stock truck effluent off roads.</p>	
<p>Details of variation request</p> <p>Design and build a new receiving facility at the current Ahititi site on SH3 and a pre-treatment facility at the NPWWTP.</p> <p>There will be no requirement for fluid discharge into the Tongaporutu River:</p> <ul style="list-style-type: none"> • The effluent will be removed from an underground receiving tank at SH3 Ahititi and transported to NPWWTP. • Solids and liquid will be separated in a new WWTP Weeping Wall facility. • The liquid will be pumped to WWTP bioreactor and de-watered Solids disposed at Colson landfill. • If mitigation and/or elimination of non-stock effluent disposal users (e.g. campervans) can be met, the Solids from the WWTP may then be able to be taken to a worm farm. • Future proof the facility by increasing the receiving tank capacity to 100kl and include a north bound receptor to feed into receiving tank in Long Term Plan (LTP) • Incorporate a separate dumping facility for campervans as a LTP. 	

Location:	SH3 Ahititi SEDF and New Plymouth WWTP
Scope and duration:	2020/2021 – prior to resource consent expiring on 1 st June 2021
Estimated cost/s:	\$850,000
Funding source/s:	NZTA and NPDC
Links to Objectives & Policies of RLTP: <i>Refer to Table 2 on page 42 of the Plan</i>	<p>This variation aims to improve the operation, resilience, safety, efficiency and environmental impacts of the Ahititi SEDF, so that it can continue to operate into the future.</p> <p>The project will contribute to the RLTP’s objectives around:</p> <ul style="list-style-type: none"> • Ensuring a regionally and nationally integrated transport network • Facilitating growth and economic development • Reducing the safety risk on Taranaki’s transport network • Ensuring network resilience and responsiveness in the context of internal and external pressures • Reducing negative environmental and community issues arising from transport.
Impacts on RLTP:	<p>The proposal does not negatively affect any other projects in the RLTP, nor affect the overall integrity/affordability of the Plan.</p> <p>This project is necessary to maintain a crucial site in the network of stock truck effluent disposal facilities, keeping roads cleaner and safer for users.</p>
Relationship to the RLTP’s Significance policy on variations: <i>Refer to Section 7.4 on page 69 of Plan</i>	The proposed change of adding this project to the RLTP does require a variation process to be undertaken. The variation does not trigger the Significance Policy in terms of requiring that a new public consultation process is undertaken.
<p>Process for consideration and approval of variation requests</p> <p>The current RLTP for Taranaki was approved in April 2015 (then revised by a mid-term review in June 2018) and any significant new capital works that need to be included require a variation to the programme of activities component of the RLTP. A project must be included within the RLTP before it can be approved for funding from the National Land Transport Fund, which the NZ Transport Agency (NZTA) distributes through the National Land Transport Programme.</p> <p>In accordance with the RLTP variation policy, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement, then to the Taranaki Regional Council (TRC) for final approval. The NZTA is then notified of the varied Plan, per section 18D of the <i>Land Transport Management Act 2003</i>.</p>	

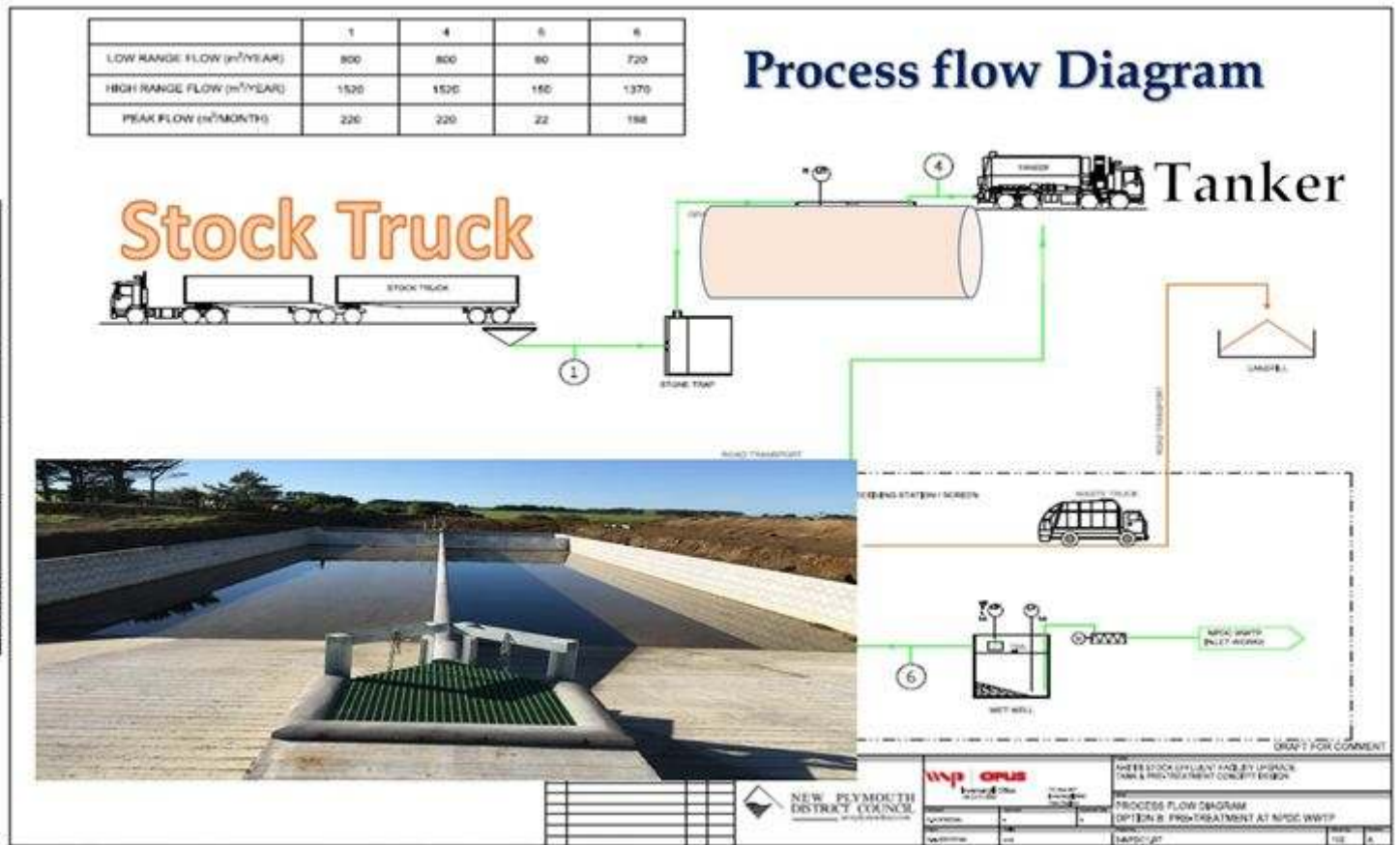
Timeframes for consideration of variation request

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

Consideration by RTAG	Wednesday 21 August 2019	Progression to the following step will only occur if support of the variation request is given by the considering body.
Consideration by RTC	Wednesday 11 September 2019	
Consideration by TRC	Tuesday 1 October 2019	
Forward to NZTA	Friday 4 October 2019	

Supporting attachments

Snapshot of process flow diagram given below



7.4 Significance policy in relation to Plan variations

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

General determination of significance in relation to Plan variations

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

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

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

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

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

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

Consultation procedure to follow

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

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

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

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

Agenda Memorandum

Date 11 September 2019



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

**Subject: Connectivity update from Crown
Infrastructure Partners**

Approved by: MJ Nield, Director – Corporate Services

BG Chamberlain, Chief Executive

Document: 2324020

Purpose

1. The purpose of this item is to provide an opportunity for Crown Infrastructure Partners to update Members on their Connectivity Programmes throughout the region, with particular focus on the Mobile Black Spot Fund.

Recommendation

That the Taranaki Regional Council:

- a) receives with thanks the presentation provided by Crown Infrastructure Partners on their Connectivity Programmes including the Mobile Black Spot Fund.

Background

2. Members will recall that they received written updates on the Mobile Black Spot Fund at their November 2018 and March 2019 meetings. They requested a more detailed update from Crown Infrastructure Partners.
3. Graham Mitchell, Chief Executive Officer of Crown Infrastructure Partners, will provide an update on their Connectivity Programmes throughout the region, with particular focus on the Mobile Black Spot Fund (MBSF).

Decision-making considerations

4. 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

5. 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

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

Iwi considerations

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

Legal considerations

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

Agenda Memorandum

Date 11 September 2019



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

Subject: Ministry of Transport updates

Approved by: MJ Nield, Director – Corporate Services

BG Chamberlain, Chief Executive

Document: 2324037

Purpose

1. The purpose of this item is to provide an opportunity for the Ministry of Transport to update Members on key work programmes, including development of the *Government Policy Statement on Land Transport (GPS) 2021* and *National Road Safety Strategy (NRSS) 2020-30: Road to Zero*.

Recommendation

That the Taranaki Regional Council:

- a) receives with thanks the presentation provided by the Ministry of Transport on current key workstreams.

Background

2. The Ministry of Transport have been invited to update Members on key current Ministry workstreams of relevance to the Committee's work, including:
 - development of the *Government Policy Statement on Land Transport (GPS) 2021*
 - development of the *National Road Safety Strategy (NRSS) 2020-30: Road to Zero*
 - the Future of Revenue (for the land transport system) project
 - potential changes to the Speed Management Framework.
3. Karl Simpson, Director – Regulatory and Data, Ministry of Transport, will present to the Committee.

Decision-making considerations

4. 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

5. 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

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

Iwi considerations

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

Legal considerations

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

Agenda Memorandum

Date 11 September 2019



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

**Subject: NZ Transport Agency regional report
and state highway project updates**

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

Document: 2323986

Purpose

1. The purpose of this item is to provide an opportunity for NZ Transport Agency representatives to update Members on Agency activities, including state highway projects of significance to the region.

Recommendations

That the Taranaki Regional Council:

- a) receives and notes the Regional Report from the NZ Transport Agency dated 11 September 2019.
- b) receives the presentation update from the NZ Transport Agency on the SH3 New Plymouth to Hawera project
- c) receives the presentation update from the Mt Messenger Alliance on the SH3 Mt Messenger Bypass project
- d) receives the presentation update from the NZ Transport Agency on the SH3 Waitara to Bell Block project.

Background

2. Attached to this memorandum is the Quarterly Report from the NZ Transport Agency to the Taranaki Regional Transport Committee, dated 11 September 2019. Ross I'Anson (Acting Director Regional Relationships, Central North Island) will speak to this report, supported by other NZ Transport Agency staff as appropriate.
3. Presentation updates will then be provided for the following state highway projects:
 - **SH3 New Plymouth to Hawera**

Angus McGrath, Community Engagement Manager Central North Island for the NZ Transport Agency, will present an update on this project and provide an opportunity for questions.

Background information is available at <https://www.nzta.govt.nz/projects/sh3-new-plymouth-to-hawera/>.

- **Mt Messenger Bypass**

Chris Nally, Owner Interface Manager for the Mt Messenger Alliance, will present an update on this project and provide an opportunity for questions.

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

- **SH3 Waitara to Bell Block**

Ross I'Anson, Acting Director Regional Relationships, Central North Island, NZ Transport Agency will present an update on this project and provide an opportunity for questions.

Background information is available at <https://www.nzta.govt.nz/projects/sh3-waitara-to-bell-block/>

Decision-making considerations

4. 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

5. 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

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

Iwi considerations

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

Legal considerations

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

Appendices/Attachments

Document 2320923: NZTA Regional Report to RTC - September 2019

Transport Agency Quarterly Report to Taranaki Regional Transport Committee

11 September 2019

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1. WORKING TOGETHER

- We met with our local government partners around the country in May and June to discuss funding for each region.
- We acknowledge that many councils were disappointed by the lack of available funding in the current NLTP.
- We had some great discussions and heard from people about the current priorities and challenges in their regions and want to use this feedback to keep improving our processes.
- We're continuing to focus on how we can better work together now in a challenging funding environment, as well as in the future.
- As part of developing the 2021–24 NLTP, we want to share and discuss our investment signals early and often to support you as you're putting together RLTPs. See update on 'Arataki' below for more detail.

2. ARATAKI – OUR PLAN FOR THE LAND TRANSPORT SYSTEM

- We want to be more transparent about what our current investment plan is across a range of outcomes and in different places, and how this might change over the next decade.
- As a result, we're no longer focusing our efforts on developing the Long–Term View (30 years ahead), and this work is currently on hold.
- Instead, we're developing a 10–year plan, 'Arataki – Our Plan for the Land Transport System', to help focus our efforts on the most important things needed to future–proof the land transport system.
- This plan will present our view of opportunities and challenges for the land transport system, share the evidence that informs our view, and help decision–makers understand the impacts of choices and trade–offs when considering new interventions.
- It will also provide valuable input into the development of the next NLTP, RLTPs, GPS and spatial planning.
- This means that as we develop the 2021–24 NLTP we'll be able to better align our land transport system investments and councils' plans for their communities. We'll be able to partner more effectively with councils and others to achieve outcomes that require joint investment and action over time.
- We're in early stages of this plan now and aim to be able to share it with local government in early 2020.
- We'll keep you informed with our planning work as it progresses so you're up–to–date with the latest developments.
- For more discussion or if you have questions, please contact: Arataki@nzta.govt.nz

3. TARANAKI HIGHWAY PROJECTS

Awakino Tunnel

- A bypass of the Awakino Tunnel – works to start in October 2019, with completion expected in 2021. Tender has been let to Fulton Hogan.

Mt Messenger Bypass

- The Environment Court hearing about the Mt Messenger Bypass was held in New Plymouth during July. A decision about the designation and consents is expected in September.
- It should be noted that the Department of Conservation's appeal to the Environment Court was resolved prior to the hearing.
- The construction start date, planned for late 2019 will be dependent mostly on a positive Environment Court decision, a final agreement reached with manawhenua Ngati Tama and other property acquisition.

Mt Messenger to Awakino Tunnel (SH3)

- Early works are now complete. Improvements include roadside safety barriers in high-risk areas, rumble strips, electronic warning signs, new formalised pull over areas and a new slow vehicle bay at Awakau Road.
- More extensive works started in March 2019:
 - A new passing lane at Ladies Mile is currently in construction.
 - The project team is currently working through consents and developing the design for the second passing lane at Rapanui.
 - Construction of retaining walls to help prevent slips in the Awakino Gorge is scheduled to get underway at end of this year.

Forgotten Highway (SH43)

- Options for sealing the unsealed section of State Highway 43 have been investigated. Improvement works will be advanced to support regional economic development, the focus on tourism, as well as the strong signals in Tapuae Roa: Make Way Taranaki.
- The business case was completed and released to key stakeholders in July and made public in August 2019.

SH3 New Plymouth to Hawera

- The project team has been developing a business case for improving the road and making it safer and easier for people to move around the towns along this route. The business case is due for completion/submission mid-late 2019.
- A project update, which included a summary of public feedback and possible options for improving the route, was distributed in April.
- Options include changes to intersections and crossing points, creating a consistent shoulder along the route, changes to speed limits and passing lanes and creating a wide centreline.
- The project team have already met with Inglewood, Ethlam and Hawera Community Boards to provide a project update and have also met with the South Taranaki District Council. On-going council and community board meetings and engagement are planned as the project team work towards completing the business case.

Moturoa Safety Improvements (SH44)

- The Transport Agency has completed an independent safety audit prior to confirmation of the final design. We are awaiting final confirmation of whether this project has been funded for construction in 2019/20.
- NZTA is continuing to work closely with NPDC to get this project through to construction.
- The Transport Agency's rehabilitation project planned for the SH44/South Rd intersection will look to incorporate a new half roundabout to minimise disruption to the public.
- A final round of consultation is yet to be completed.

Bell Block to Waitara

- The first stage of safety improvements to SH3 between Waitara and Bell Block were completed in March.
- Since June, a Waitara to Bell Block road survey has been completed for existing road lanes and services.
- Currently the Professional Services Contract is under tender stage.
- From late 2019 to early 2020, we will continue to work through the design phase for further safety improvements, such as roundabouts, wide shoulders, wide centrelines, turning bays and barriers.
- Once completion of design, property, designation and consents processes have occurred, we expect the implementation stage will start in October 2020 and continue into the summer of 2020/21.

4. TARANAKI MAINTENANCE

Area Wide Pavement Treatment and Resurfacing Programme

- Planning for the 2019/20 programme is well underway, with a slightly smaller programme than what was completed in 2018/19:
 - A significant number of the 2019/20 rehabilitation, reseal and asphalt designs have been submitted to the Transport Agency for consideration.
 - The successful media campaign from 2018/19, focussing on providing proactive messages to the public, will be delivered again in 2019/20.
 - We received significantly less complaints regarding road works last season than in previous years and it appears that the proactive media campaign was a big part of this.

Miscellaneous

- The Plan Change 48 hearing for the rezoning of a block of land to residential in Oakura was held in July 2019. We are now awaiting a decision.
- The Transport Agency has implemented a programme of improvements for SH3 Northgate Amber & Black Cars
- Pedestrian crossings are being reviewed in Inglewood and Eltham as part of the SH3 New Plymouth to Hawera business case.
- The SH3 (Mt Messenger to Waitara) crash reduction study has been finalised.
- The NPDC commissioned Options Report for SH3 Ahititi Stock Effluent Facility is complete, and a design is being developed for the upgrade of the facility. We are working closely with NPDC on this project.
- The Transport Agency is investigating options for the intersection of SH3 Devon Rd/Egmont Rd, including the nearby intersection at SH3 Devon Rd/Katere Rd. Egmont and Katere roads connect the industrial area that traverses between Egmont and Katere roads, however Egmont Rd enters SH3 in an 80kmh area while Katere Rd intersects SH3 in a 60kmh area.
 - An Options Report from WSP-OPUS for this project is due in early September. The report will present an assessment of options and recommendations for consideration, such as direct comparisons of various intersection configurations.

Agenda Memorandum

Date 11 September 2019



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

Subject: Safe Network Programme

Approved by: MJ Nield, Director – Corporate Services

BG Chamberlain, Chief Executive

Document: 2324047

Purpose

1. The purpose of this item is to provide an opportunity for the NZ Transport Agency to update the Committee on the Safe Network Programme.

Recommendation

That the Taranaki Regional Council:

- a) receives the presentation from the NZ Transport Agency on the Safe Network Programme.

Background

2. The Safe Network Programme (SNP or the programme) was announced by the Government in December 2018. It is a \$1.4 billion, three-year programme aimed at making New Zealand's highest risk roads safer by building urgent safety improvements on roads at scale and pace. Once complete, the improvements are expected to prevent 160 deaths and serious injuries every year.
3. Unique to the programme is a new funding model to ensure rapid delivery of safety projects on the ground. The Transport Agency will subsidise local road safety improvements at a higher rate than currently through a targeted enhanced Financial Assistance Rate (TEFAR).
4. The NZ Transport Agency will also speed up the time it takes to deliver safety projects by fast-tracking the approval process for standard, proven safety improvements.
5. Safety improvements in Safe Network Programme will include:
 - fixing dangerous corners
 - installing roadside and median safety barriers
 - shoulder widening

- further safety improvements for high risk intersections
 - rumble strips
 - improving skid resistance
 - improving rail level crossing safety
 - setting safe and appropriate speed limits.
6. This programme uses the Safe System approach, focusing on safe roads and roadsides, safe and appropriate speeds and safe level crossings. In a Safe System, crashes are inevitable but deaths and serious injuries are not.
7. Further information on the SNP is available at <https://nzta.govt.nz/safety/our-vision-of-a-safe-road-system/safe-network-programme/>.

Presentation to Committee

8. Junine Stewart, Area Programme Manager, Safe Network Programme, NZ Transport Agency, will present to the Committee on the SNP, including the speed management component of this programme.

Decision-making considerations

9. 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

10. 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

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

Iwi considerations

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

Legal considerations

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

This is an additional item that has been included in the agenda subsequent to its initial publication

Agenda Memorandum

Date 11 September 2019



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

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

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

Document: 2328143

Purpose

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

Executive summary

2. A request has been received from the NZ Transport Agency to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* (RLTP or the Plan), by adding a new project of implementing the Speed Management Guide on Taranaki State Highways.
3. This request has received support from the Regional Transport Advisory Group (RTAG) and is now brought before the Committee for consideration. This request is not significant enough to require going back out for public consultation.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum, Request to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*
- b) agrees to the requested variation to the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*, made by the NZ Transport Agency, to add a new project 'Taranaki State Highway Speed Management Guide Implementation'
- c) adopts this variation to the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* and forwards it on to the NZ Transport Agency.

Background

4. The current *RLTP for Taranaki: Mid-term Review*, which covers the three-year period from July 2018 to June 2021, was adopted in June 2018.
5. 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.
6. In accordance with the *RLTP for Taranaki: Mid-term Review Variation Policy*, any variation to the RLTP should be considered and supported by the RTAG before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement. The variation is then forwarded by the Committee to the Taranaki Regional Council for final approval, and ultimately to the NZ Transport Agency for consideration of inclusion within the National Land Transport Programme.

Taranaki State Highway Speed Management Guide Implementation

7. The NZ Transport Agency is seeking the inclusion of a new project in the current *RLTP for Taranaki: Mid-term Review*, to enable implementation of the Speed Management Guide on Taranaki State Highways.
8. Members will recall that this request was initially considered by the Committee at the 12 June 2019 meeting, but was referred back to the RTAG to seek further detail on the proposed project.
9. Further information was sought on the proposed project from Junine Stewart of the NZ Transport Agency, who is the Area Programme Manager for the Safe Network Programme (SNP), covering Taranaki. Junine will be providing a presentation on the SNP as part of the meeting (Item 8), and this Variation can be considered to partly follow-on from that presentation – with Speed Management forming part of the SNP.
10. In summary:
 - Similar speed management variation projects (with correspondingly limited detail) have now been put through most RTCs around the country.
 - These projects were entered into TIO by the NZ Transport Agency's national office, as part of the Government fast-tracking action on state highways with high death and serious injury (DSI) rates.
 - The focus is on quick safety improvements that are possible with the limited funding available (given the changed GPS focus) and 100% FAR is involved.
 - The cost estimates as entered into TIO (by the national office) are simply high-level estimates based on the proposed number of kilometres involved (120kms in Taranaki's case).
 - It is acknowledged that the process from national office has certainly been lacking, particularly with regard to the TIO input and variation request being made without sufficient detail or appropriate communication with regions. However, it is unlikely that any further detail will be possible until the project has got underway.

- We do not wish to impede any safety improvements in our region, which any further deferment of the variation request is likely to do given the timing of the triennium.
 - The NZ Transport Agency's Junine Stewart and Dan Tate (Senior Safety Engineer) have been asked to attend the next RTAG meeting on 6 November 2019 to provide further information on the SNP in general and this project in particular.
11. Given the above, the RTAG is now sufficiently comfortable with the proposed project to support it being elevated to the Committee for consideration to vary the RLTP.

Significance of variation request in relation to need for public consultation

12. 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.
13. This variation request is not considered to trigger the significance policy in terms of requiring that a new public consultation process is undertaken.

Support of the Regional Transport Advisory Group

14. The Regional Transport Advisory Group (RTAG) for Taranaki considered this updated variation request via email on 9 September 2019. The RTAG supported this request being brought to the Committee for consideration.

Decision-making considerations

15. 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

16. 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

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

Iwi considerations

18. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making

processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 2328312: Updated RLTP Variation Request re Speed Management Implementation

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

Version 2 – includes additional supporting information for September 2019 RTC

Request to vary the Regional Land Transport Plan for Taranaki 2015-2021	
Purpose:	To enable the Taranaki Regional Transport Committee to consider a request for a variation to the <i>Regional Land Transport Plan for Taranaki 2015-21</i> (RLTP).
Requesting organisation:	NZ Transport Agency
Contact person/s:	Chris Gasson – System Design – Portfolio Manager – Interregional Journeys, NZ Transport Agency
Variation request:	Add new project – Taranaki SH Speed Management Guide Implementation
<p>Background to variation request</p> <ol style="list-style-type: none"> 1. The Government Policy Statement on Land Transport (GPS) 2018 presents a number of changes in direction for the New Zealand transport system, including prioritising a safer transport system free of death and injury. NZTA has developed the Safe Networks Programme to deliver the safety objectives within the GPS, including acceleration of the implementation of the Speed Management Guide. 2. In particular, GPS 2018 supports investment in state highways and local roads to accelerate the implementation of the new Speed Management Guide, focusing on treating the top 10 percent of the network which will result in the greatest reduction in death and serious injury as quickly as possible. This Guide was developed to provide a nationally consistent approach to speed management, delivering both a safe system and network efficiency. 3. MegaMaps (the Safer Journeys Risk Assessment Tool) is used to assess an appropriate operating speed for all roads, both local roads and state highways. The results from this technical exercise can then be used to increase community awareness and understanding of road risk, informing local communities so that they can effectively engage in discussions on proposed interventions. 4. As part of the Safe Network Programme, a nationwide programme of activities is being developed and the Taranaki region is identified as a Very High priority area for the implementation of speed management and a wider range of network safety improvements. 5. Note that the cost estimates presented are budget only and are subject to the business case and final NZTA funding approval process. We re-iterate that inclusion in the RLTP is the first step in the process to access funding from the National Land Transport Fund, with subsequent steps for inclusion in the National Land Transport Programme and more stringent tests that apply to activities for which funding approval is sought. 	
<p>Details of variation request</p> <p>Taranaki State Highway Speed Management Guide Implementation</p> <ol style="list-style-type: none"> 6. The Taranaki SH Speed Management Guide Implementation activity covers the identification and implementation of the highest benefit safety improvements on the state highway network 	

within the Taranaki region and is part of the three year nationwide Safe Network Programme announced by the Minister on 16 December 2018.

7. Complementary projects may be required on local roads and these may be the subject of later RLTP variation requests. NZTA and local road controlling authorities will work collaboratively on developing the detailed programmes of work required.
8. The work is estimated to cost \$1.45m in total (over 3 years) and be completed under Work Category 324 “Road Improvements” with 100% Funding Assistance Rate.

Location:	the state highway network within the Taranaki region
Scope and duration:	The Taranaki SH Speed Management Guide Implementation activity covers the identification and implementation of the highest benefit safety improvements on the state highway network within the Taranaki region and is part of the three year nationwide Safe Network Programme
Estimated cost/s:	\$1.45million
Funding source/s:	National Land Transport Fund
Links to Objectives & Policies of RLTP: <i>Refer to Table 2 on page 42 of the Plan</i>	This project is strongly aligned with the overarching safety objective identified in the Strategic Direction outlined in the RLTP. <i>Objective 3 - A safe transport network increasingly free of death and serious injury.</i>
Impacts on RLTP:	The proposal does not negatively affect any other projects in the RLTP, nor affect the overall integrity/affordability of the Plan.
Relationship to the RLTP’s Significance policy on variations: <i>Refer to Section 7.4 on page 69 of Plan</i>	It is considered that this variation request does not trigger the significance policy to required public consultation.

Process for consideration and approval of variation requests

The current RLTP for Taranaki was approved in April 2015 (then revised by a mid-term review in June 2018) and any significant new capital works that need to be included require a variation to the programme of activities component of the RLTP. A project must be included within the RLTP before it can be approved for funding from the National Land Transport Fund which the NZ Transport Agency (NZTA) distributes through the National Land Transport Programme.

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	29 March 21 August 2019	<i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i>
Consideration by RTC	12 June 11 September 2019	
Consideration by TRC	2 July 1 October 2019	
Forward to NZTA	5 July 4 October 2019	

Supporting attachments

Further information provided by NZTA on 5 June 2019 (#2270150) and 19 July 2019 (#2315364)

NZTA's response to questions raised by RTAG re: Speed Management Guide Implementation

- **Insufficient detail as to what changes/actions are actually proposed, especially for the large project cost involved.**

Unfortunately we're not at the stage that we can deep dive into the specifics of the project.

The Programme budget consists of the following four (4) cost items for each region.

1. NZTA Managed Costs (Pre-Implementation). This cost item includes:
 - Programme Manager;
 - Programme Technical Lead and Technical Advisor;
 - Regional Safety Engineers;
 - Specialists support:
 - Procurement;
 - Gazetting;
 - Systems and Programme;
 - GIS; and
 - MegaMaps.
 - Delivery Managers; and
 - Disbursements.
 2. Communication & Engagement (Pre-Implementation). This cost item includes:
 - Communication and Engagement Lead;
 - Regional Communication and Engagement Personnel; and
 - Disbursements.
 3. Professional Services (Pre-Implementation). This cost item is for Professional Services to undertake Project Management, Technical Assessments, Design, Issue for Construction and provide support for communications and engagements.
 4. Construction (Implementation). This cost item is for the implementation of the following physical works scope:
 - Relocating, removing and installing new speed limit signs;
 - Relocating, removing and installing new speed advisory signs;
 - Relocating, removing and installing new speed gateway threshold treatments limited to standard signage and associated road markings.
 - Road markings associated with the speed limit changes.
- **The overlap with other programmes and initiatives, such as the SH3 New Plymouth to Hawera corridor project.**

The SH3 Speed Project is taking into account the SH3 NP2H project. We are still planning and finalising our approach as to how best both projects can be coordinated with regards to communications and delivery. This applies to other programme and initiatives where we will look at opportunities for a One Project or a Staged approach. We will work closely alongside the SNP's Area Programme Managers who will provide oversight of the Speed Management Programme integration within the wider Safe Network Programme activities, Regional projects and Local Government initiatives.

- **MegaMaps is not an adequate assessment tool and does not in itself provide sufficient evidence for making changes to speed limits**

NZTA reaffirmed that the MegaMaps was but one component of the overall methodology to implement safe and appropriate speeds across New Zealand's national roading network, as generally set out in the Speed Management Guide. The software generates a speed management map through an algorithm that utilises an Infrastructure Risk Rating ('IRR') that accounts for both Personal and Collective risk for road sections across the network and then generates an indicative safe and appropriate speed and additionally identifies the top 10% Death and Serious Injury ('DSI') Savings Network Sections which form part of the Government Policy Statement on Land Transport ('GPS') targets. MegaMaps provides a consistent universal initial screening assessment across the network. NZTA considers that this level of initial screening accuracy to identify the top 10% DSI savings for approximately 10,000km of the network, confirms the benefit of the Tool, as part of the Speed Management Component implementation process. In terms of risk, this level of accuracy is economically commensurate with the extent of the network being subject to such screening, and therefore constitutes a robust prioritisation tool. However, NZTA recognises that this initial screening is but one step of the process to establish safe and appropriate speeds. The State Highway network is extensive and idiosyncratic, as a consequence of its historical establishment. Therefore, the identification of top 10% DSI savings sections is just an initial step of the implementation process. In accord with the tenets of the Speed Management Guide, taking a regional and corridor based approach to implementation requires that expert assessment of what corridors or stretches of State Highway should be taken forward for review.

- **Lack of clarity on how the Speed Management Guide will be applied.**

Regarding the review of speed limit, NZTA has been developed a process to prioritise the implementation of safe and appropriate speeds across the road network nationally. This forms part of the Safe Networks Programme ('SNP') for which includes the implementation of a range of safety improvements including speed reviews. The NZTA has established a framework through its Speed Management Guide to allow a systematic and consistent application and implementation of safe and appropriate speeds across both the State highway network and the local roading network under the control of local government. This comprehensive programme has identified those sections of the network which have the top 10% Death and Serious Injuries ('DSI') savings of the network and because they will provide the greatest immediate benefit due to the level of traffic, regional speed reviews in Auckland, Waikato and Canterbury have been commenced. However, complementing this systematic approach, the NZTA is concurrently seeking to undertake speed reviews of State highway corridors and parts of the network where it has given a historic commitment or there has been similar sustained historic local authority or community interest and where a similarly high potential benefit has been identified. Public engagement and consultation form an important part of the speed review process so the community will be informed when the speed review publicly commences. This specific initiative and the wider programme are proceeding as they are a critical part of this Government's stated policy of improving road safety for all New Zealanders.

5 June 2019

Fiona Ritson

From: Wayne Wallace <Wayne.Wallace@nzta.govt.nz>
Sent: Friday, 19 July 2019 2:25 PM
To: Fiona Ritson
Cc: Ross I'Anson
Subject: RE: More detail required on Request to vary the Taranaki RLTP - Speed Management Guide Implementation

Hi Fiona,

We've had the following response from our Safe Networks team. Hopefully this answers the questions raised by the RTC?

The budget allowed for undertaking Speed Management for 120km of Top10% DSI Savings State Highway in the Taranaki Region. Currently in the programme we are reviewing the Safe and Appropriate Speed (SaAS) on 2 corridors as follows –

- SH3 Bell Block to Waitara
- SH3 / SH3A Hawera to New Plymouth

Details of the recommended Safe and Appropriate Speed (SaAS) along the corridors are still being finalised following interrogation of the MegaMaps data. Note that we use MegaMaps as a starting position for prioritisation and that the Regional Traffic & Safety Engineers have been tasked to assess the SaAS. And yes we are taking into account the other projects along the corridor in finalising our recommended SaAS. Currently we are planning to engage with the stakeholders in August / September 2019.

Further speed corridors have not been identified yet

Let me know if you need any more information.

Cheers,
Wayne

From: Fiona Ritson <fiona.ritson@trc.govt.nz>
Sent: Wednesday, 26 June 2019 3:10 PM
To: Wayne Wallace <Wayne.Wallace@nzta.govt.nz>
Cc: Ross I'Anson <Ross.I'Anson@nzta.govt.nz>
Subject: RE: More detail required on Request to vary the Taranaki RLTP - Speed Management Guide Implementation

Hi Wayne

You'll hopefully already be aware that the RTC's 12 June meeting requested "*further information be provided to the RTAG on the proposed new project ' Taranaki State Highway Speed Management Guide Implementation' to enable it to be more fully considered in due course*".

Is there any more detail available on this project, so that the RTAG can feel comfortable recommending the variation proceed?

And, what timeframe is NZTA under for this? The next RTAG meeting isn't until 11 Sept, but we are happy to circulate/approve additional info via email if there is more urgency involved.

Ngā mihi

7.4 Significance policy in relation to Plan variations

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

General determination of significance in relation to Plan variations

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

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

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

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

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

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

Consultation procedure to follow

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

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

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

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

Agenda Memorandum

Date 11 September 2019



**Memorandum to
Chairperson and Members
Executive, Audit and Risk Committee**

**Subject: Public transport operational update for
the quarter and year ending 30 June
2019**

Approved by: M J Nield, Director - Corporate Services

BG Chamberlain, Chief Executive

Document: 2325618

Purpose

1. The purpose of this memorandum is to provide members with an operational report on public transport services for the quarter and year ending 30 June 2019.

Recommendation

That the Taranaki Regional Council:

- a) receives and notes the operational report of the public transport services for the quarter and year ending 30 June 2019.

Background

2. 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

3. YTD patronage increased 4.6% on the same period last year. YTD patronage was 618,407 at the end of the 2019 financial year, up 27,265 on last year. This is due to increases in Child 10%, Senior/SuperGold 6%, Tertiary 17% and Access 3%.
4. The Priscilla Queen of the desert promotional bus wrap was extremely well received during the theatre production run. The intention is to utilise buses in a similar manner for other events in future.
5. A workshop with New Plymouth schools was held in June to discuss the best way of managing the increase in school student patronage. The session focussed on the 2020 school year and how the group can work together to address the challenges the Citylink network is facing transporting the additional students. It is anticipated to be the first

workshop of many in an effort to maintain the lines of communication around student roles, proposed term-time breaks and teacher only days.

Connector (Hawera to New Plymouth) bus service

6. At the end of the 2019 financial year patronage had decreased 4.4% on the same period last year. Patronage was 28,963, down 1,340 on last year. Increases were seen in Adult 7%, Child 16%, SuperGold 18% and paid student training 19%. The highest decreases were Access, down 49% and Tertiary, down 33%.
7. Total revenue was up 4.3% with fare revenue up 2.1%. A further 2.2% in revenue came from nine month's worth of advertising on the back of the bus.

Southlink services

8. Patronage as at the end of the 2018/2019 financial year is down on both the Southlink Opunake to New Plymouth and the Opunake to Hawera services but up on the Southlink Waverley to Hawera service compared to 2017/2018. The performances of each service is detailed below.
9. Waverley-Patea-Hawera patronage was 1,259, up 36, or 3%. However, while the annual increase is small, since the introduction of the \$3 flat fare and second service on a Tuesday, in January, patronage is up 155 or 27% in the last six months. Compared to last year Adult patronage was up 65 or 16%, SuperGold card patronage was down 11 or 1% and Children were up 4 or 33%. Farebox recovery for the year was 17% compared to 31% last year. The drop in farebox recovery is the result of the \$3 flat fare. The new fare and second service has increased patronage but comes at the cost of financial performance.
10. Opunake to Hawera patronage was 434, a decrease of 286 or 40% compared to last year. Unlike the Waverley to Hawera changes, the December 2018 restructure of the route and \$2 flat fare has not resulted in increased patronage.
11. Adult patronage was down 63, or 30%, SuperGold card was down 264, or 57%, Access recorded 60 with no patrons as at the same period last year, Child was down the same at 13 and Under 5's were down, recording 27 less than the same period last year, or 79%. Farebox recovery was 6% compared to 11% last year.
12. Patronage for the Opunake to New Plymouth service was 811, down 87 or 10% compared to 2017/2018. Compared to last year Adult patronage was down 92 or 35% and Child down 16 or 32%. SuperGold Card was down 11 or 2%. Farebox recovery was 16% compared to 18% last year.

SuperGold Card

13. SuperGold Card trips for all services in 2018/2019 totalled 59,480, up 3,154 or 5.6% on the 42,067 last year. Under the NZ Transport Agency's new funding methodology, funding for the region was capped at \$123,364. The new methodology is to ensure the scheme remains financially sustainable for the government long-term. Based on the previous funding model the value of funding would have been \$130,904.

Total Mobility Scheme

14. Total trips for the quarter were 11,634, up 862 or 8% on the same quarter last year. YTD trips are up 13.6 % to 36,558.
15. Following the completion of the trial offered by both NP Taxis and Energy City Cabs to provide service for the Waitara community in February 2019, NP Taxis continue to offer a weekly service each Thursday between 9am and 3pm. Patronage numbers are encouraging with around 70% of total trips being Total Mobility clients. Of the 119 trips taken, 90 were Total Mobility clients.

Ironside Vehicle Society Incorporated

16. Total trips for the quarter were 1,476, down 71 trips. Of the total, 1,126 or 76% involved wheelchair passengers. YTD trips are down (1.6%) to 5,044.

Other activities

17. Meetings were held with the Operators impacted by the *Employment Relations Amendment Act 2018*. The changes require set rest and meal breaks for bus drivers. As expected, changes to the Citylink services can be managed by timetable tweaks and Tranzit is currently assessing these for compliance. The impact on the Connector service is more complex due to the long trip times of 90 minutes. Options are being assessed and advice from the NZ Transport Agency and Bus and Coach Association is being sought.

Decision-making considerations

18. 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

19. 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

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

Iwi considerations

21. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the Local Government Act 2002) as outlined in the adopted

long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 2325625: Public Transport Programme Update – operational overview June 2019

Public Transport Programme Update – operational overview June 2019

Citylink performance

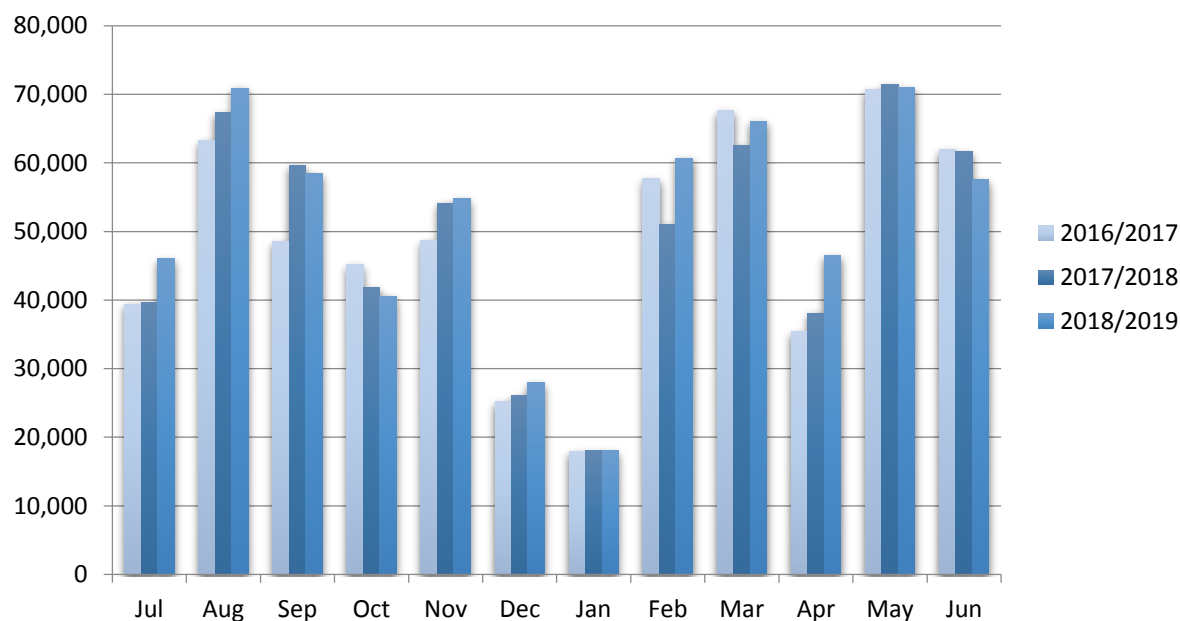
	Jun 2018 quarter	Year to date	17/18 vs 18/19
Patronage	174,940	618,407	↑4.6%
Farebox*	42.0%	39.3%	↑2.9%
Commerciality*	43.4%	40.7%	↑2.2%

*Ratios exclude indexation costs

Citylink patronage

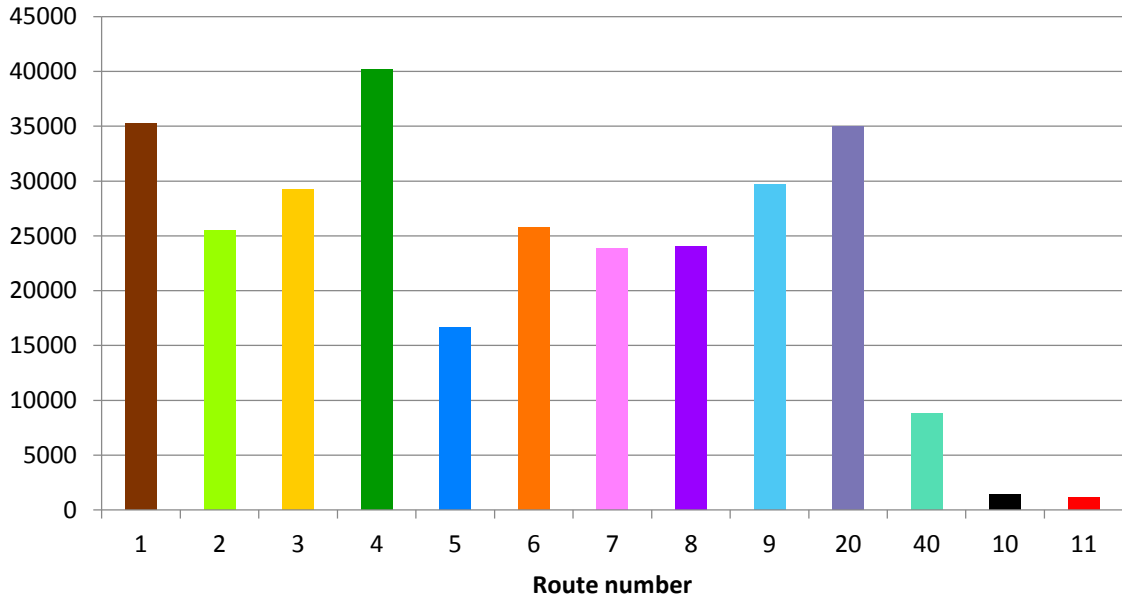
	2018/2019 YTD	2017/2018 YTD	17/18 vs 18/19
Adult	31,212	33,715	↓7%
Child/Student	363,289	330,669	↑10%
Senior/SuperGold	60,278	56,709	↑6%
Tertiary	5,408	4630	↑17%
Beneficiary	47,080	53,762	↓12%
Access	5,603	5,418	↑3%
WITT	19,660	23,809	↓17%
Transfer	84,045	81,306	↑3%
Promotion	1,832	1,124	↑63%

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

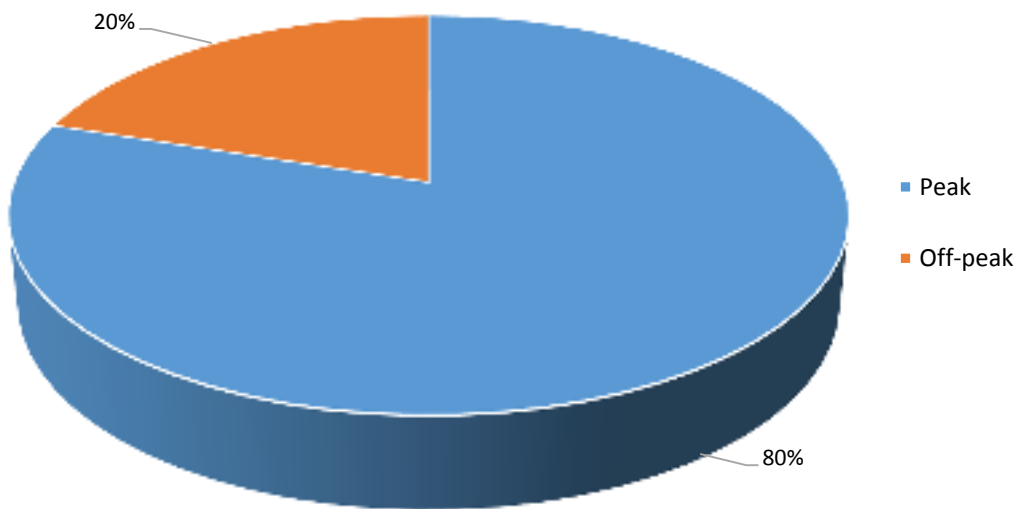


	YTD 2018/2019	YTD 2017/18	17/18 vs 18/19
Trips per capita	10.8%	10.3%	↑5%

Urban route patronage 2018/2019



Citylink peak/off-peak passenger % 2018/2019



Connector Performance

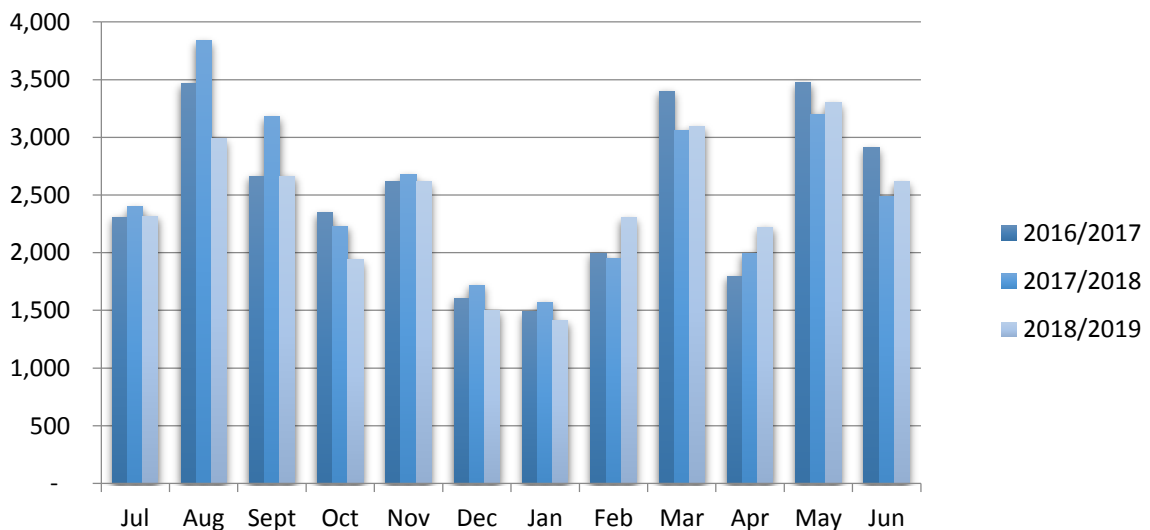
	Jun 2019 quarter	Year to date	YTD 17/18 vs 18/19
Patronage	8,136	28,963	↓4.4%
Farebox*	60.9%	66.1%	↑4.1%
Commerciality*	62.0%	67.5%	↑6.3%

*Ratios exclude indexation costs

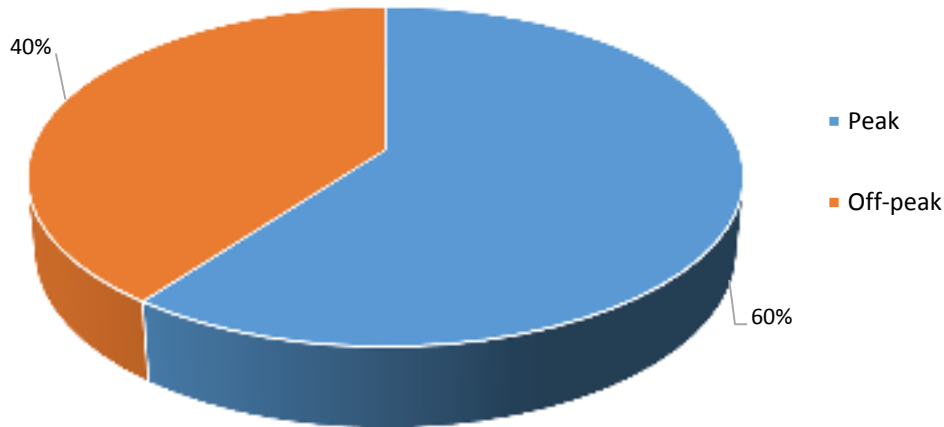
Connector Patronage

	2018/2019 YTD	2017/2018 YTD	17/18 vs 18/19
Access	109	213	↓49%
Adult	4,014	3,767	↑7%
Beneficiary	2,667	2,905	↓8%
Child	595	515	↑16%
Seniors	358	359	↑0%
SuperGold	3,390	2,874	↑18%
TDHB	3,081	3,669	↓16%
Tertiary	1,517	2,249	↓33%
WITT	9,495	10,568	↓10%
Training (Paid)	3,597	3,028	↑19%
Promotion	140	156	↓10%

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



Connector peak / off-peak patronage 2018/2019



Southlink performance

Opunake to New Plymouth

	June 2019 quarter	Year to date	YTD 17/18 vs 18/19
Patronage	176	811	↓10%
Farebox*	14.8%	15.90%	↓11%
Commerciality*	14.8%	15.90%	↓11%

*Ratios exclude indexation costs

Waverly to Hawera

	June 2019 quarter	Year to date	17/18 vs 18/19
Patronage	341	1259	↑3%
Farebox*	10.7%	16.8%	↓47%
Commerciality*	10.7%	16.8%	↓47%

*Ratios exclude indexation costs

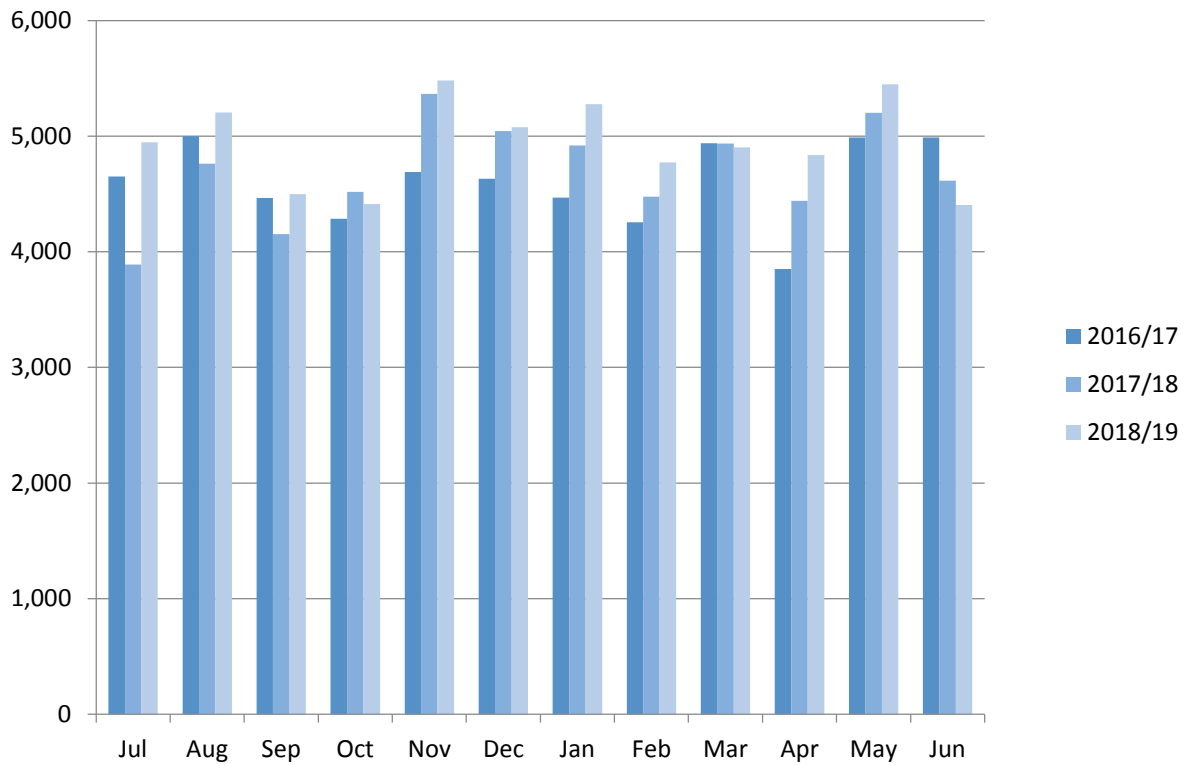
Opunake - Kaponga - Manaia - Hawera

	June 2019 quarter	Year to date	YTD 17/18 vs 18/19
Patronage	99	434	↓40%
Farebox*	3.7%	5.6%	↓46%
Commerciality*	3.7%	5.6%	↓46%

*Ratios exclude indexation costs

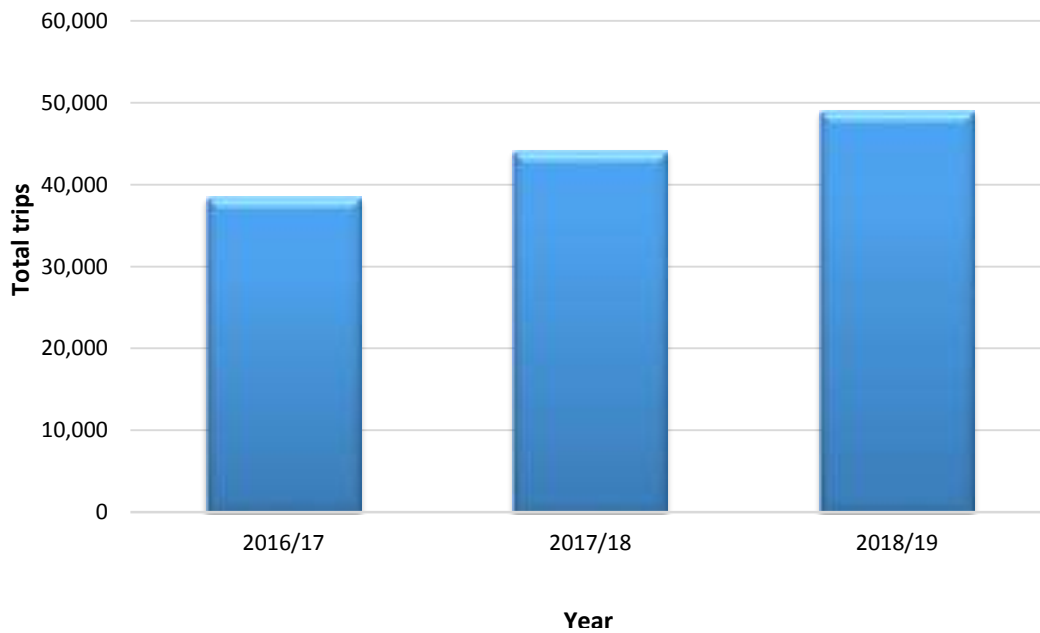
SuperGold Card

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



Total Mobility

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





Agenda Memorandum

Date 11 September 2019



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

Subject: Correspondence and information items

Approved by: MJ Nield, Director – Corporate Services

BG Chamberlain, Chief Executive

Document: 2324039

Purpose

1. The purpose of this memorandum is to update the Committee on correspondence and information items since their last meeting, seeking guidance on responses where appropriate.

Recommendations

That the Taranaki Regional Council:

- a) receives and notes for information purposes the update provided on the State Highway 43 Improvement Project including the release of the *State Highway 43: The Forgotten World Highway Detailed Business Case*
- b) receives and notes for information purposes the update provided on KiwiRail regional projects
- c) notes that the next meeting of the State Highway 3 Working Party will be held in Mōkau on Friday 20 September.

State Highway 43 (Forgotten Highway) Improvement Project

2. The final *State Highway 43: The Forgotten World Highway Detailed Business Case*, funded by the Provincial Growth Fund (PGF), was released by the NZ Transport Agency on 5 August 2019.
3. The business case has identified the likely economic benefits and costs of an improved State Highway 43 and recommended a programme of works to improve access, safety, and resilience along the route.
4. The Executive Summary of the report is attached for Members' reference. The full (redacted) report is available at <https://www.nzta.govt.nz/assets/projects/sh43-forgotten-world-highway/SH43-forgotten-world-highway-business-case.pdf>.

5. PGF support is now being sought to complete the sealing of SH43, in the interests of enabling tourism and economic growth by better connecting the Taranaki region and its natural attractions with those of the Ruapehu District.

KiwiRail regional projects update

6. The Committee will recall that an early tranche of Provincial Growth Fund (PGF) projects allocated funds for KiwiRail to investigate the feasibility of putting forestry on rail in the Taranaki region. The following update on the Taranaki Forestry Feasibility Study was received from Alan Piper, Executive General Manager Sales & Commercial, KiwiRail on 14 August 2019 –

The draft feasibility study was completed in June and it was decided that in order to make an informed investment decision, further modelling work should be done to get the study to 'investment grade'. This second stage of the study will include detailed financial modelling and will be finalised in six months (by the end of Feb 20). Unfortunately we cannot release the draft feasibility study until stage 2 is completed.

7. The Committee may be aware of the media coverage early in July that re-opening the Stratford-Okahukura line (SOL) is a priority for KiwiRail's new Chief Executive. The article is attached for information.

State Highway 3 Working Party

8. The second meeting for the year of the State Highway 3 Working Party will be held in Mōkau on Friday 20 September.

Decision-making considerations

9. 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

10. 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

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

Iwi considerations

12. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making

processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 2326013: SH43 Forgotten World Highway Final Business Case Jun2019 - Executive Summary

Document 2290252: Reopening Stratford-Okahukura Line priority for KiwiRail - BusinessDesk

State Highway 43

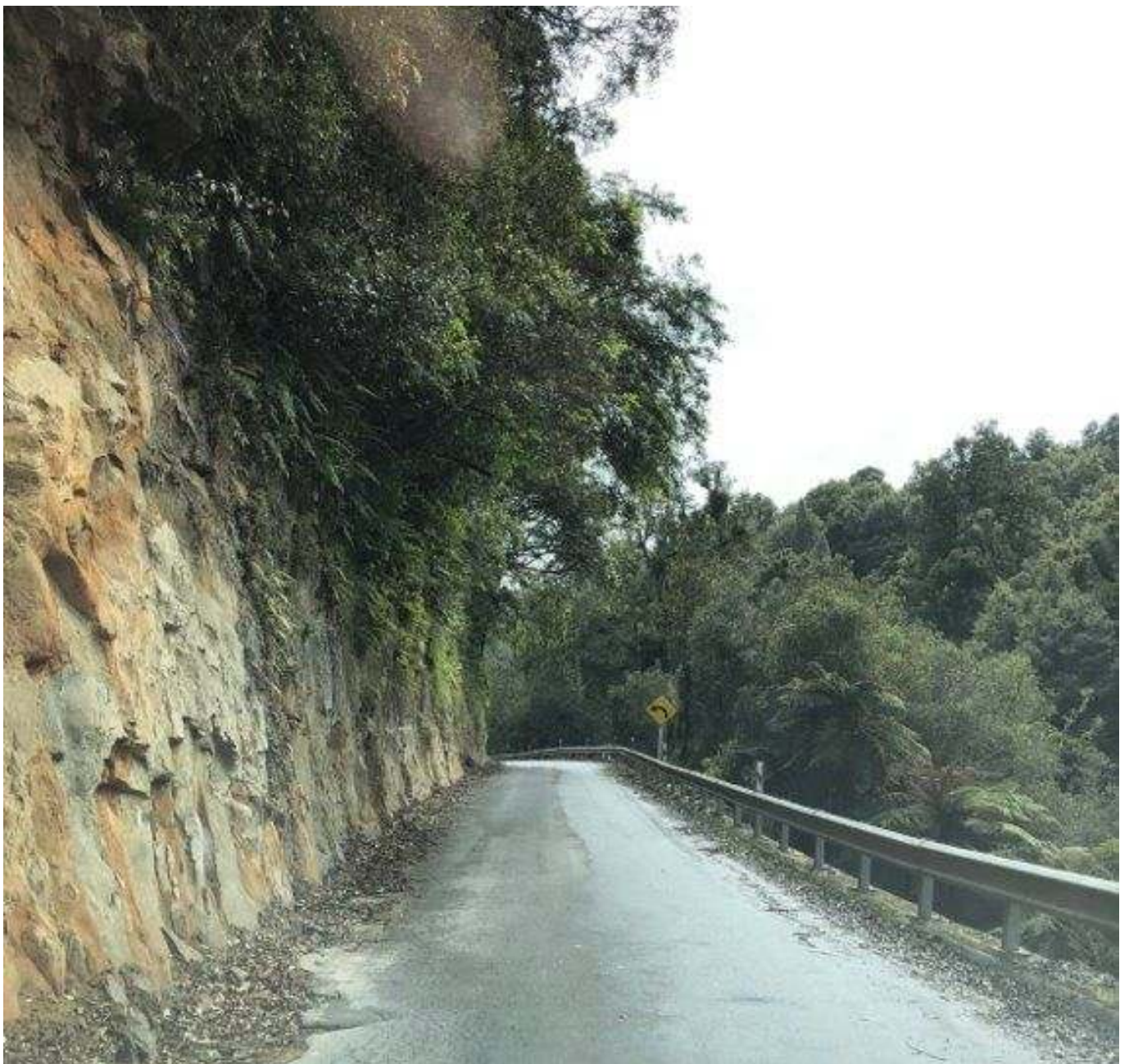
Forgotten World Highway

Corridor Improvements

NZ Transport Agency

Version 1

Single Stage Detailed Business Case



APPROVAL

PREPARED BY	REVIEWED BY	ENDORSED BY	ENDORSED BY
[REDACTED]	[REDACTED]	[REDACTED]	SDD OPPP Committee
Date: May 2019	Date: May 2019	Date: June 2019	Date: June 2019

REVISION STATUS

REV. NO	DATE	SUMMARY
1	May 2019	SSDBC Draft for Comment
2	June 2019	SSDBC Final
3		

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More information

NZ Transport Agency
May 2019

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Executive Summary

PURPOSE

The SH43 Forgotten World Highway Detailed Business Case (DBC) summarises the process undertaken to develop and analyse a broad range of measures, improving the overall accessibility, safety and travel efficiency along the SH43 transport corridor between Stratford and Taumarunui.

The business case point of entry for this project is this DBC, which recommends a package of activities to be progressed through to the pre-implementation phase.

OVERVIEW

The New Zealand Government has allocated \$3 Billion dollars over a 3-year term to investment in regional New Zealand through the Provincial Growth Fund (PGF).

Traditionally, transport projects are delivered through the National Land Transport Programme (NLTP) which is developed every 3 years and gives effect to the latest Government Policy Statement on Land Transport.

Transport projects are assessed on their relative performance against set land transport objectives and prioritised nationally within the available funds. In many regions, beneficial transport initiatives can be delayed or missed out on due to other nationally competing priorities which must take precedence when administering the land transport programme.

In instances where it can be demonstrated that wider economic and social benefits may be realised from advancing a regional transport initiative, in the current funding environment, the PGF provides an alternative funding opportunity to ensure that the region is supported to reach their economic potential.

Strategically, transport has been identified in the Taranaki Regional Economic Development Strategy, 'Tapuae Roa: Make Way for Taranaki', as a key enabler for economic growth in the region.

The economic potential of tourism has been identified in Tapuae Roa: Make Way for Taranaki Action Plan (the Plan).

The inter-regional SH43 links State Highway 3 at Stratford (in the Stratford District of the Taranaki region) with State Highway 4 at Taumarunui (in the Ruapehu District of the Manawatu-Wanganui region). The corridor is approximately 148km in length and is classified as a secondary collector on the One Network Road Classification.

Promoted as the 'Forgotten World Highway', State Highway 43 (SH43) is identified as a 'back country travel experience' for tourists. From a wider transport perspective improving the safety and resilience of this eastern connection between Taranaki and the Central Plateau would provide options for tourism travel, improve access for goods and people, and develop economic opportunities for the small rural communities along SH43.

Based on this context, the DBC was developed and assessed against both the National Land Transport Fund (NLTF) and the Provincial Growth Fund (PGF).



Figure 1 Project Extent

NEED FOR INVESTMENT

At the outset of the DBC, NZ Transport Agency and Key Stakeholders from the region came together to determine the problems being experienced on SH43 and outline the need for investment to provide the outcomes desired. The corresponding investment objectives and benefits are identified below.

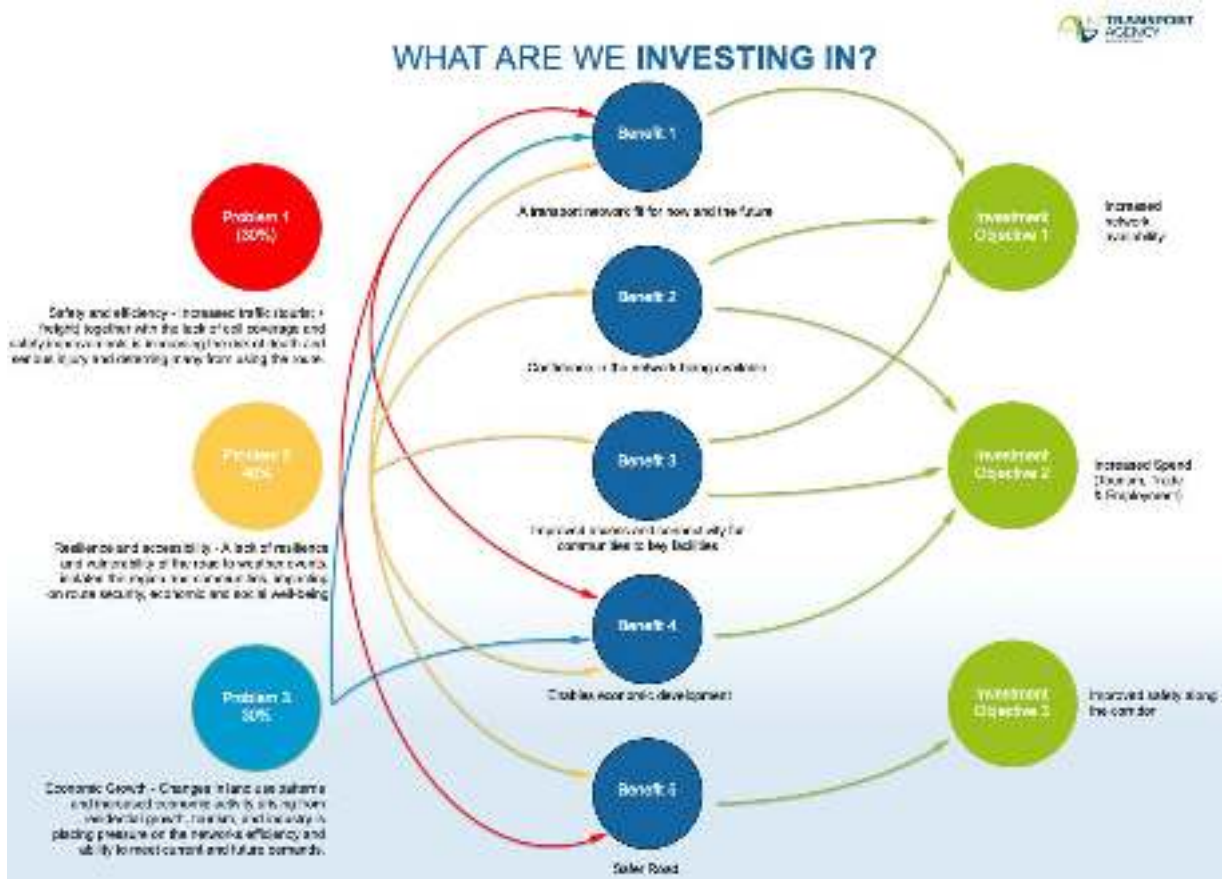


Figure 2 Investment Objectives

To understand what success would look like in addressing the problems, and ensuring that success could be measured, a set of specific investment objectives with supporting measures were developed. These are also outlined in Figure 2 above.

This report presents the case for the best performing options which directly respond to the strategic problems and investment objectives for the corridor. The outcomes achieved by this package of best performing options is set out in the investment outcomes below (Figure 3).



Figure 3 Investment Outcomes

OPTION DEVELOPMENT

Through development of the DBC, 14 unique options were identified in response to the strategic problems identified along SH43. Many of the options identified were route / section treatments with similar themes rather than discrete project specific options. The options report (detail in supporting documents) explains how this long list was blended to determine a short list of 8 options and the reasons for selecting those options.

The short list consisted of a range of options that included;

- Sealing the unsealed section of Tangarakau Gorge,
- improvements to the Moki Tunnel,
- Improved telecommunications,
- Road realignments and saddle improvements,
- Bridge upgrades,
- Passing opportunities and wayfinding,
- Cycle ways,
- Signage and safety improvements.

The 8 shortlisted options were assessed against a set of criteria established at the start of the project. This option assessment identified 6 options that were considered to carry an acceptable level of risk and ability to

deliver on the required investment objectives for the project. These options have been identified as the strongest performing and are the recommended package of activities to advance to the Pre-Implementation Phase of the Business case.

OPTION ASSESSMENT

The DBC process used a multi- criteria analysis (MCA) to assess the options. The MCA developed at the start of the project involved specialists providing input across social, environmental, planning and engineering areas. The MCA criteria considered the following areas:

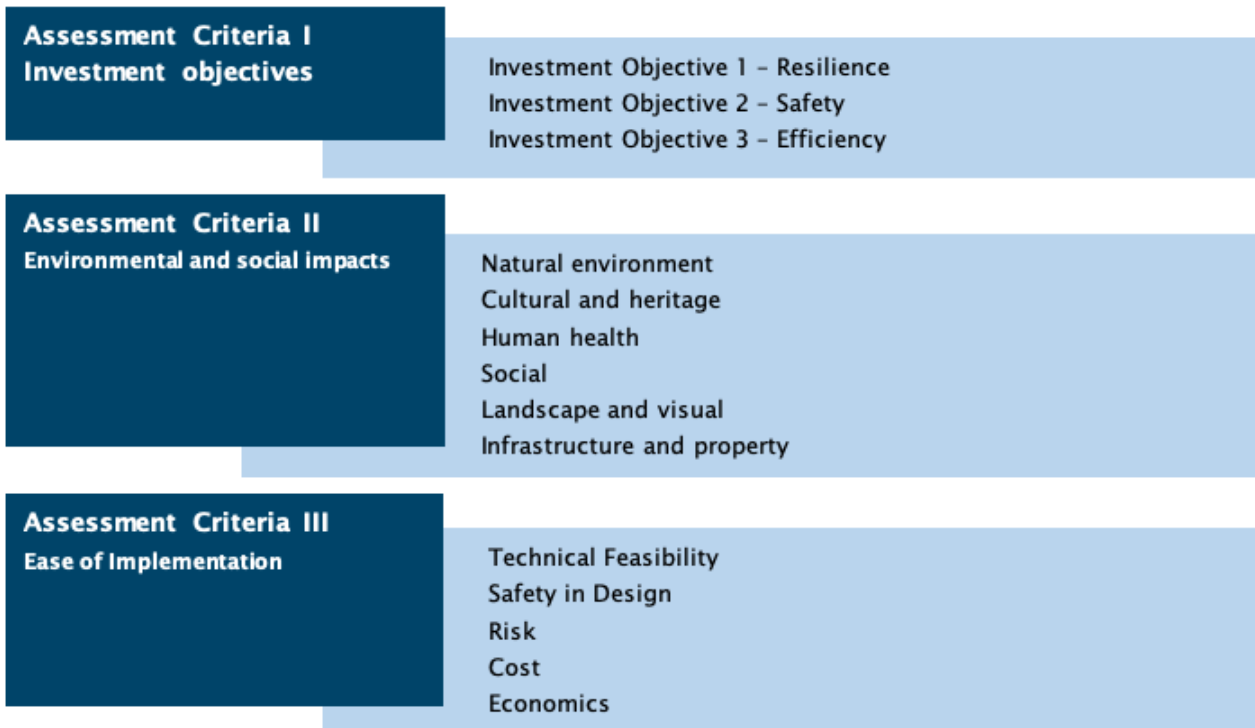


Figure 4 Multi Criteria Assessment Framework

RECOMMENDED OPTION

The recommended package of activities presented in this DBC is;

OPTION	COST
Sealing the Gorge	[REDACTED]
Safety Improvements	[REDACTED]
Passing Opportunities & Wayfinding	[REDACTED]
Tunnel improvements	[REDACTED]
Single Lane Bridge Upgrade	[REDACTED]
Preventative Maintenance (resilience)	[REDACTED]
TOTAL	\$19.5M

Figure 5 Recommended package of activities

This package of activities was identified as being the optimal configuration which presented the least risk of implementation and performed the best across the range of criteria that were assessed in the MCA.



The expected estimate for the package of activities is \$19.5 million.

STAKEHOLDER VIEWS

In developing the DBC the project team engaged with a range of stakeholders through key stakeholder workshops, public engagement and one on one meetings. These stakeholders included local residents, councils, territorial land authorities, iwi, road user groups and businesses.

Feedback from the first stakeholder workshop was used to confirm the problems, determine the investment objectives and develop the long list of options.

The second stakeholder workshop was used to assess the short list of options and identify the preferred package of activities which was subsequently consulted on with the community and wider stakeholders.

During April we sought community feedback on the preferred package and received 190 formal responses via our feedback form. We also received 71 informal responses supplied via email or Facebook.

Of the formal responses, all of the options were supported by the majority of respondents. The Option to seal the Gorge attracted the most interest, with 72% being in favour. A general thread of feedback was that the sealing improvements should look to maintain the distinct character of the Gorge and have minimal impact on the surrounding environment.

The informal responses were more subjective and required interpreting. It was summarised that the majority of these comments are against improvements (62%), with the main concern being detracting from the character of the journey and the area.

An observable trend was that the majority of the informal comments received suggested that the respondent may use SH43 less, while formal responses received were more representative of residents who used the road more.

Nevertheless, the one common theme across all community responses was that maintaining the character of the road and the area are paramount concerns for the community.

A hui was also held during February 2019 with Ngati Haua and the project team in Taumarunui where the preferred options were presented and discussed. Ngati Haua were broadly comfortable with the proposals on the understanding that the improvements should not negatively impact the environment, with particular focus on the forests and rivers adjacent to SH43.

The main discussion point was around the proposal to seal the road through the Tangarakau Gorge and how this can be done without the need to cut into the bank and disturb the forest and treating the runoff from the road before it enters the Tangarakau River.

It was discussed and confirmed that there would need to be further engagement with iwi as the design process evolves to ensure that these considerations were being achieved.

The level of feedback received has been invaluable and has really emphasised the need to maintain the character of the back-country route and the precious native environment surrounding the road corridor, especially throughout the Gorge Alignment. This feedback has influenced the shaping of the options and has been set out within the Design Philosophy Statement.

The extent of stakeholder and community engagement and all feedback received is provided in the supporting documents.

ECONOMIC ASSESSMENT

In addition to a traditional transport economic appraisal, the project team conducted a more detailed assessment of the wider economic environment in the region to specifically consider the differences and benefits of the short list options and specifically sealing the Gorge. The outcome of this work has been incorporated into the options assessment and economic analysis of the recommended option. The full economic case and the wider economic benefits are provided in the supporting documents.

The economic analysis carried out for the recommended activities identifies benefits that are largely derived from tourism expenditure, travel time costs, vehicle operating costs and reduction in crash costs over the 40 year analysis period.

A total of \$55.5 million Net Present Value (NPV) benefits have been calculated which returns a Benefit Cost Ratio (BCR) of 3.12.

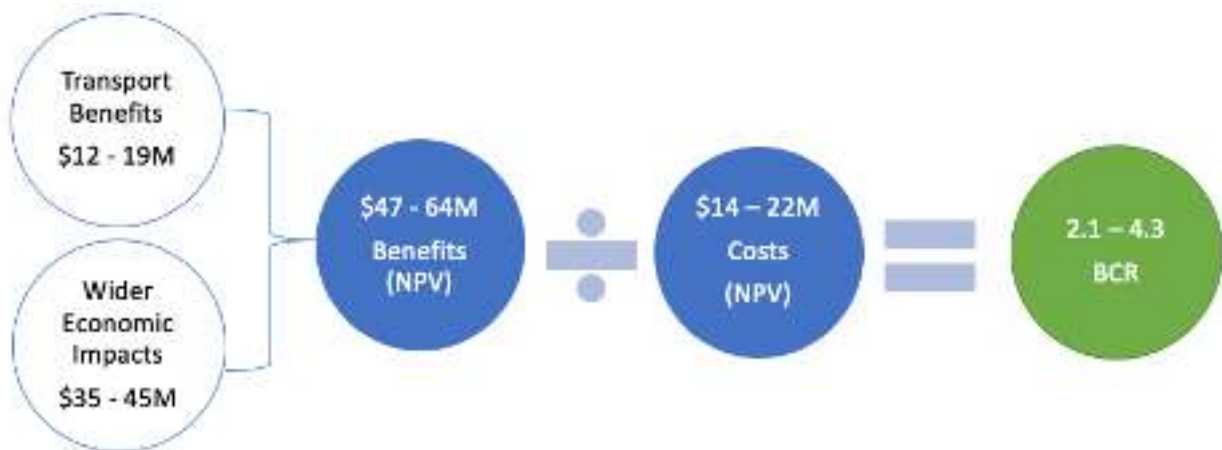


Figure 6 Economic outcomes

RISKS

The DBC outlines a number of risks that continue to present a moderate level of threat entering the next phase. Specific areas of higher risk are set out below and predominantly related to Sealing Tangarakau Gorge.

- Environmental Consenting Risks; Design for Sealing the Tangarakau Gorge must avoid impacting on the native road side flora and fauna, whilst suitably managing stormwater discharge and providing a safe corridor for traffic. There is potential for increased cost and or programme delay when responding to these environmental constraints.
- Stakeholder Expectations: There is a risk that stakeholders may have an expectation that the project will progress to implementation however; the project is not considered eligible for funding through NLTP meaning expectations will have to be managed through considered communications post DBC approval.

IMPLEMENTATION

The pre-implementation phase of the project requires further development of the design of activities to enable designation, property acquisition and consents to be obtained. This will then be followed by the completion of detailed design and commencement of construction.

Re-opening Stratford-Okahukura line priority for KiwiRail

 scoop.co.nz/stories/BU1907/S00132/re-opening-stratford-okahukura-line-priority-for-kiwirail.htm

Thursday, 4 July 2019, 12:10 pm

Article: BusinessDesk

Re-opening Stratford-Okahukura line priority for KiwiRail CEO

By Gavin Evans

July 4 (BusinessDesk) - A \$40 million project to reopen the mothballed Stratford to Okahukura rail line is a priority for new KiwiRail chief executive Greg Miller.

The line, shut since a derailment in 2009, is the only alternative north-south rail link should the main trunk line through National Park ever be shut by a natural disaster. It is also a commercial opportunity for Fonterra, forestry companies and other firms looking for a faster flow of Taranaki exports north to Auckland or Tauranga.

Miller says the freight volume relying on the main trunk line through National Park is worth about \$130 million a year. A major slip, flood or earthquake in the central North Island would disrupt all the country's inter-island rail services, and freight and tourist flows north to, and south from, Hamilton and Auckland – the country's two largest markets.

Discussions on reopening the 144-kilometre rail line that emerges north of Taumarunui are already underway, he says. If approved, it is probably a year-long project.

"That line, to me, has to reopen," Miller told BusinessDesk.

"It's \$40 million but you can't run a railroad unless you've got an ability to get around the country.

"So my task is to convince my board and shareholders that it is worth doing. And I believe it is."

Government-owned KiwiRail has just re-opened the Napier to Wairoa line, mothballed in 2012 due to serious storm damage. It is still working on repairs from the November 2016 Kaikoura earthquake that shut the main South Island rail link for 10 months. It took almost two years to fully restore rail services.

That's why, Miller says, reopening Stratford to Okahukura is "up there" in terms of his priorities.

"If we had a washout of some Kaikoura magnitude we would be wondering why we hadn't done it," he said. "To me, it's a big priority for national resilience."

Miller was speaking after the company and Wellington's CentrePort marked the first extended log train from the Waingawa log yard south of Masterton.

The new service will increase daily log loads from 30 to 45 wagons and will boost annual log tonnage by about 100,000 tonnes to 370,000 tonnes. By March, the firms and local foresters are hoping to lift that to 60 wagons a day, taking another 100,000 tonnes of logs off the Remutaka Hill Road into Wellington annually.

Miller told guests – including forestry and regional economic development minister Shane Jones – that KiwiRail is moving only about 5 million of the 35 million tonnes of logs being harvested annually.

That number has to increase, not just because of the shortage of truck drivers, but also to contain emissions, road congestion and the under-appreciated extent of road damage from 50 tonne-plus trucks.

A study KiwiRail is undertaking for the New Zealand Transport Agency suggested a dollar spent on rail would avoid about \$3.50 on road maintenance, he said.

"It's going to be a number something like that. So it's a significant benefit to the country."

KiwiRail is establishing a log yard at Wairoa and is planning a \$4 million yard at Dannevirke to help speed forestry volumes through the North Island.

Miller said the company hopes to complete a study for a log service from Gisborne by the end of the year, and is also looking at options to rail more logs from Murupara and Kawerau.

A re-opened Stratford to Okahukura line could also deliver Taranaki logs to Tauranga, along with product Fonterra currently rails from its Whareroa plant south of Hawera to Palmerston North before railing it north again.

Miller said it's hard to know how quickly some of the new regional facilities will come together and how soon that extra volume will appear on KiwiRail's manifest. About \$60 million of container wagons are being re-purposed to carry logs.

"These types of operations take a long time to pull together between a whole raft of industries," he told BusinessDesk.

"The tonnages are job by job, province by province, but we are certainly going after several million tonnes more."

(BusinessDesk)

ends

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