

REGIONAL *Land Transport Plan*

FOR TARANAKI 2015/16 – 2020/21

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



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

As revised by a 2018/19 – 2020/21 mid-term review

Produced by:



With assistance from:



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FOREWORD

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

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

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

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

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

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

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

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

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

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

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



Councillor Craig Williamson
Chair, Regional Transport Committee for Taranaki



1. INTRODUCTION TO THE PLAN

1.1 Purpose and role

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

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

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

The purpose of the Plan is to:

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

1.2 Area and period covered

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

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

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

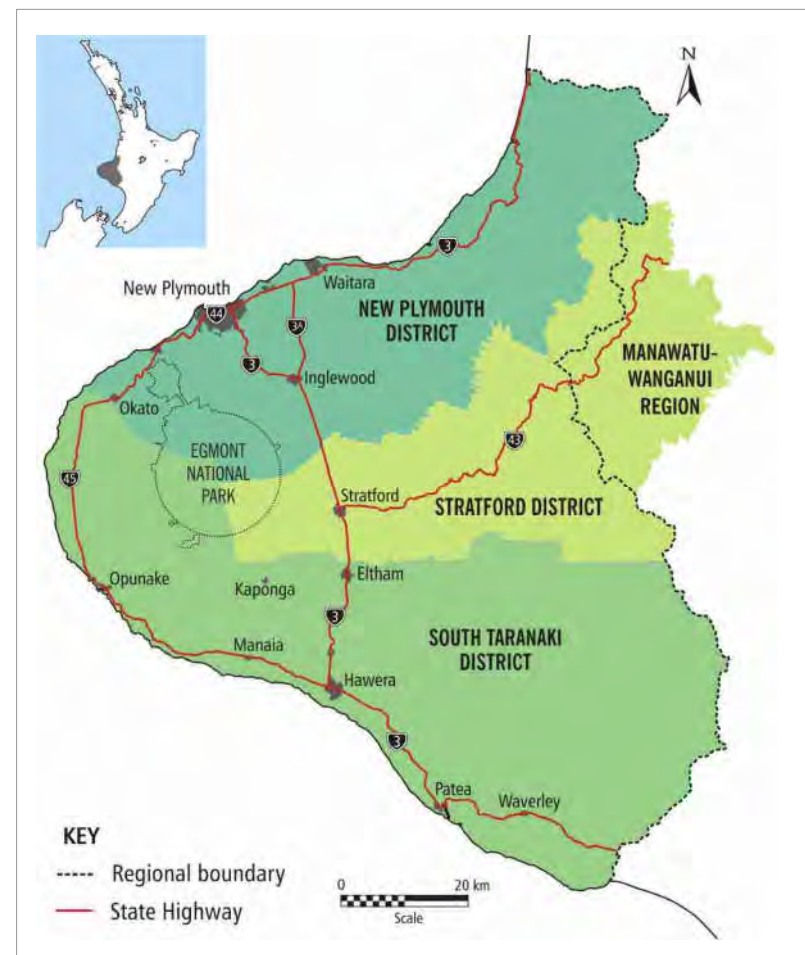


Figure 1: The Taranaki region – location and local government boundaries

Period covered

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

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

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

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

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

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

1.3 Background and scope

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

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

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

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



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

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

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

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

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

1.4 Development process

The Committee has developed the Plan with advice from its Regional Transport Advisory Group (RTAG). The following steps were undertaken in the development of the original 2015/16–2020/21 Plan:

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

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

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

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



The following steps were then undertaken in the Mid-term Review of the Plan to date:

1. From April-December 2017 the strategic front end of the Plan was reviewed in light of sector changes and new requirements from NZTA.
2. An externally-facilitated Investment Logic Mapping process occurred with key stakeholders during July-August 2017, which confirmed the overall strategic framework of the Plan while suggesting some minor adjustments.
3. The Committee approved the minor changes to the strategic policy framework and structure of the programme of activities in early September 2017.
4. Approved organisations and the Transport Agency submitted their initial draft funding applications for the 2018/19 to 2020/21 period into the TIO system before October 2017.
5. These applications were collated into a draft regional programme of activities for the second half of the Plan period, including a recommended order for those activities identified for prioritisation.
6. The November 2017 meeting of the Committee deferred targeted consultation on the draft revised Plan due to the delay in the necessary guidance from Government.
7. The March 2018 meeting of the Committee approved the draft revised Plan for targeted consultation from 26 March to 20 April 2018, in the knowledge that changes would need to be made post-consultation once the necessary changed policy settings and related guidance was finally available from Government.
8. Feedback received through the submission process was collated and presented to the June 2018 Committee meeting, with consideration taken for recent Government funding announcements through the *Draft Government Policy Statement on Land Transport 2018/19–2027/28* and *Draft Investment Framework for the 2018-21 National Land Transport Programme* and *Draft Transport Agency Investment Proposal 2018-27*.

9. The Committee then submitted the final Plan to the Taranaki Regional Council for approval on 26 June 2018. Once approved, the Council submitted it to the Transport Agency by the due date of 30 June 2018.



2. SETTING THE SCENE – THE TARANAKI REGION

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

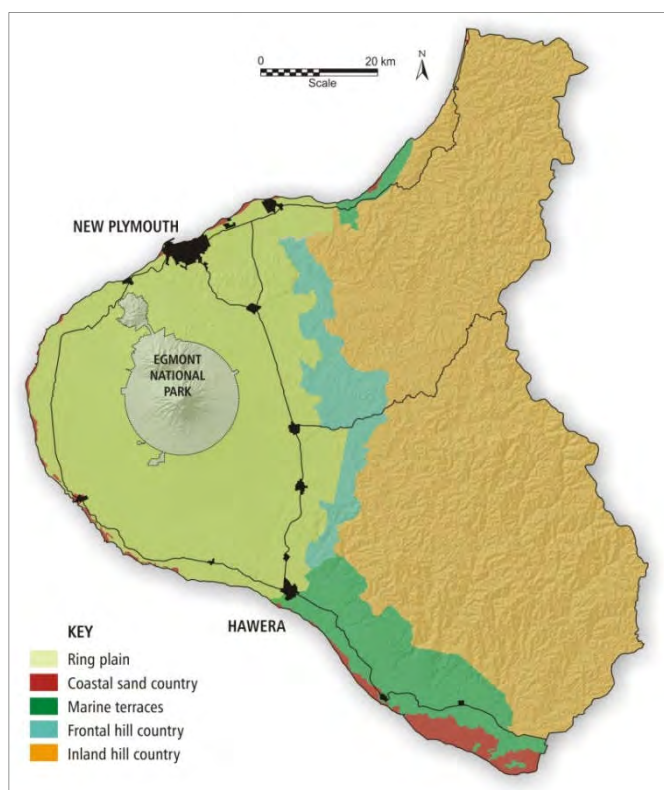


Figure 2: Major landforms of Taranaki

2.1 Geography

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

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

Physical geography

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

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

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

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

Climate and natural ground resources

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



Local government boundaries

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

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

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

2.3 Population

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

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

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

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

Within Taranaki there are also differences in the composition and characteristics of the population. These can be important when considering the transport needs of local communities. For example, the New Plymouth district has over two-thirds of the region's population and it has more elderly as a proportion of its total population than either Stratford district or South Taranaki district. South Taranaki district on the

other hand has the youngest population in the region with almost a quarter of its residents under the age of 15. According to the 2013 Census, 16.5% of the region's population is Maori with 24.3% of the population of the South Taranaki district being Maori.

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

Iwi

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

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



2.4 Taranaki's economy

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

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

Agriculture

The following are the major agricultural industries in Taranaki:

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

¹ Taranaki Industry Projections 2013-2036, November 2014

² National Freight Demand Study, March 2014, p28

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

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

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



Forestry

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

ports for export – having significant impact on local roads in particular. Volumes of logs exported through Port Taranaki have increased tenfold from 2006/07 to 330,000 tonnes in 2011/12³. The volume was harvested from the Taranaki and Whanganui regions. The potential movement of logs via rail from out of the region to Port Taranaki remains a possibility for the future.

Forests ready for harvesting are forecast to potentially peak in Taranaki over the next 10 to 20 years⁴ before reducing to, or less than, current levels.

Oil, gas and energy

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



Extensive drilling programmes over recent years have resulted in a number of significant new finds. In the past 10 years new oil or gas fields such as the Mangahewa, Maari, Rimu, Kauri, Pohokura and Kupe fields

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

Other forms of renewable energy (such as wind) and new energy technologies are also evolving areas of interest within the region.

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

Manufacturing

Taranaki has a distinctive manufacturing base, with a national and international reputation for its expertise in food processing, particularly of dairy products and specialty dough production. The percentage of people employed in manufacturing (as a percentage of total employment) is the second highest in the nation, with more than half working in food manufacturing.

Further, the special servicing needs of the dairy and petrochemical sectors (and to a lesser extent the meat, energy, industrial, chemical and timber processing sectors) have contributed to the development of both heavy and light engineering industries.

³ National Freight Demand Study, March 2014, p206

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

⁵ Taranaki Industry Projections 2013-2036, November 2014

Engineering

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

Tourism and events

Tourism is playing an increasingly important role in the Taranaki economy. The region's mountain, coast, surf, forests, gardens and parks are attracting growing numbers of *visitors*, with resulting impacts on our land transport infrastructure (for example congestion and safety issues at North Egmont and other National Park road ends). The Taranaki region is also becoming increasingly popular and recognised for organised musical, cultural, sporting and other events. These events bring large numbers of visitors to the region with significant benefits for the local economy. Potential exists to better develop non-motorised transport tourism within the region, particularly walking and cycling trails.

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



2.5 Changes in land use patterns

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

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

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

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

2.6 The land transport network

Existing transport infrastructure

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

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

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

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

Maps of key regional routes are provided in **Appendix VIII**.

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

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

Taranaki's roading network

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

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

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

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

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

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

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

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

Heavy vehicles

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

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



Freight movements

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

⁸ National Freight Demand Study, March 2014, p193

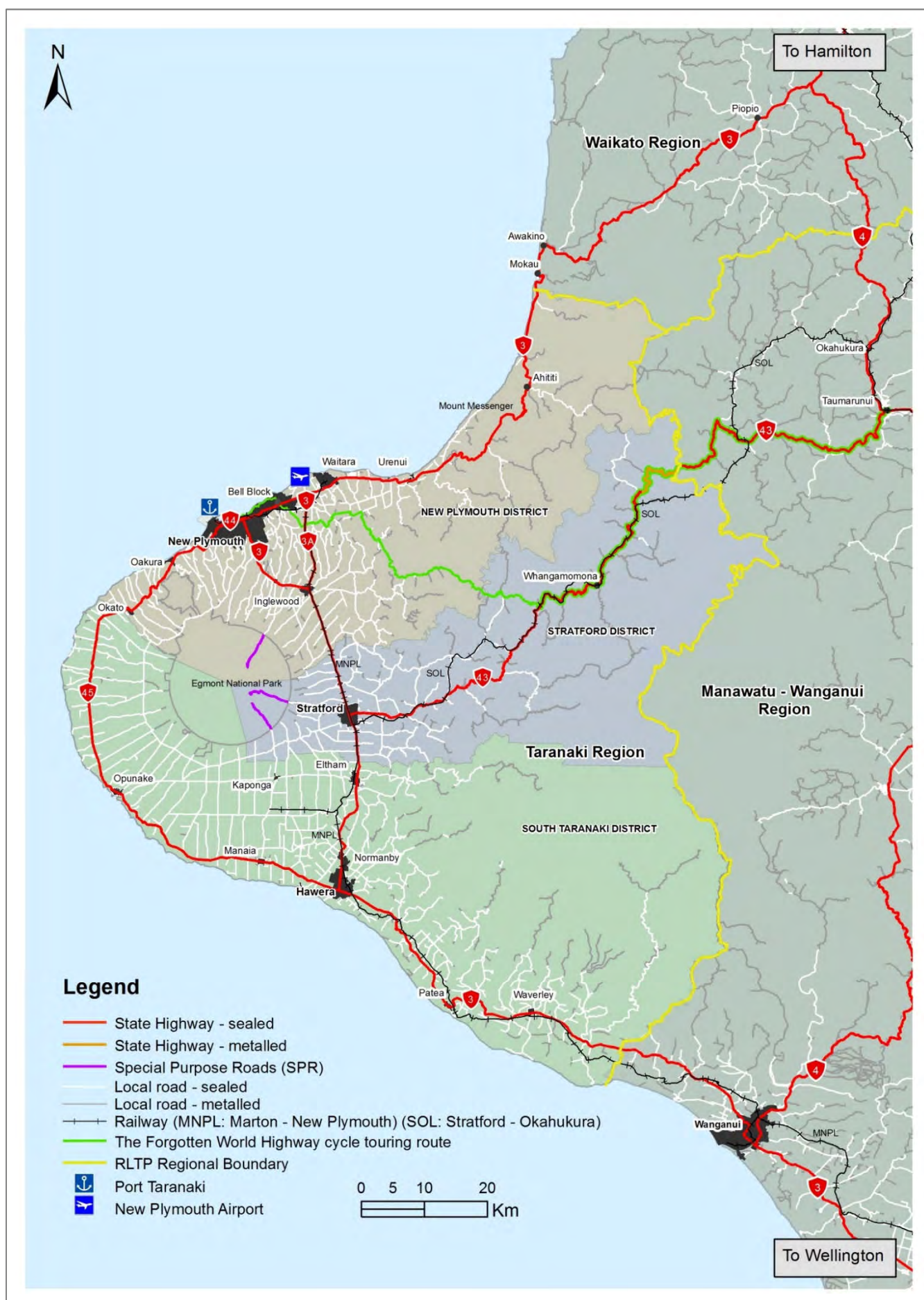


Figure 3: Overview of Taranaki's current regional land transport network

Rail network

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

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

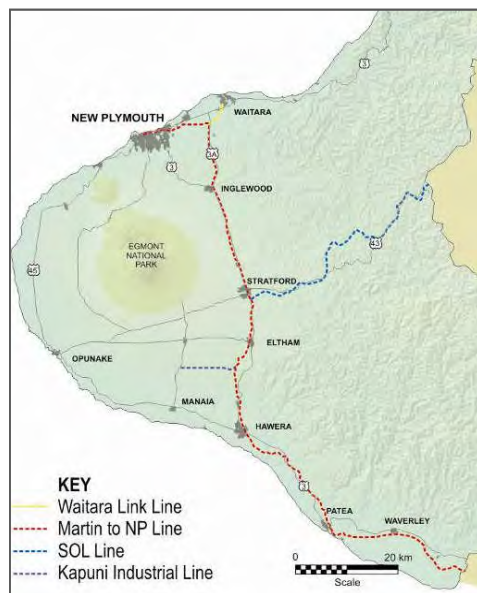


Figure 4: Taranaki's rail network

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

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

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



Sea links

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

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



Air links

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

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

2.7 Alternative modes

Passenger transport services

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

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

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

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

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

Connector
HAWERA – NEW PLYMOUTH RETURN
via intermediate towns

DAILY
Monday to Friday
A Hawera-PP return service
1 Opunake-Hawera return service

Public 0800 22 11 20
Email: pickering.motors@xtra.co.nz

TrackABus
For an update, text TAPY to the Stop'n'Go app

TDHB clients & visitors please contact your local hospital or medical centre



Walking and cycling

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

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

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

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



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

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

Other walking and cycling initiatives (such as a 'round the mountain' cycle route) are also being considered as a means of encouraging an increased uptake of these alternative forms of transport, as well as encouraging more tourism/recreational opportunities.

Cyclists and pedestrians are among the vulnerable road users who benefit from appropriately designed shared pathways which enable them to use a transport corridor alongside other transport modes without safety concerns

(perceived or real) – be they motorists, motorcyclists, pedestrians, cyclists, horse-riders or another mode.



2.8 Key journeys including cross-boundary matters

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

The key strategic corridors are:

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

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

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

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

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

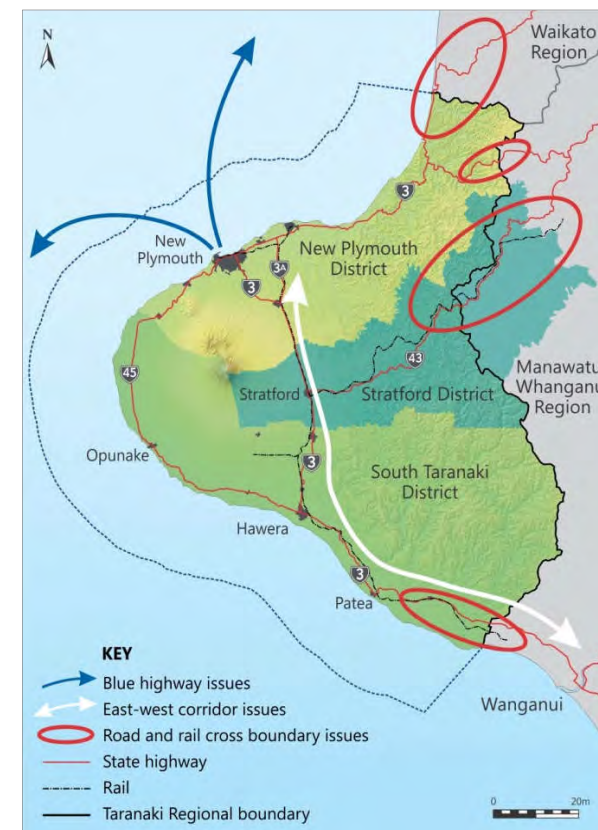


Figure 5: Taranaki's strategic inter-regional corridor links

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

Waikato cross-boundary corridors

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

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

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

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

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

- Corridor Improvements
- Awakino Tunnel Bypass
- Mount Messenger Bypass



Manawatu-Wanganui cross-boundary corridors

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

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

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

State Highway 43 to Taumarunui: The key concern for this section of the state highway between Stratford and Taumarunui has been the sealing of 12 kilometres of the highway in the Tangarakau Gorge which remains unsealed. This corridor is increasingly popular as a tourist route connecting central North Island with the North Island's west coast and is promoted as the 'Forgotten World Highway'. It has also been recognised in the *Tapuae Roa: Make Way for Taranaki* Action Plan as important for providing improved options for tourism travel, economic opportunities for

the small rural communities along the route and increased network resilience.

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

Coastal cross-boundary corridors

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

Port Taranaki can provide much needed national resilience for inter-island freight, noted as a key strategic objective under the *Draft Government Policy Statement on Land Transport 2018/19-2027/18*. A new container service between New Plymouth and the top of the South Island would offer resilience, with the current route's vulnerability exposed by the Kaikoura earthquake related damage to CentrePort and the road and rail network around Kaikoura.



3. STATUTORY CONTEXT

3.1 Land Transport Management Act 2003

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

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

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

3.2 The Plan

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

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

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

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

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

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

3.3 Other statements, strategies and plans

Connecting New Zealand

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

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

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

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

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

Government Policy Statement on Land Transport

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

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

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

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

Since then a draft GPS 2018 was consulted on in mid-2017, with a subsequent change in Government occurring in the final quarter of 2017 bringing about significant change in policy direction.

Furthermore, an additional draft GPS 2018 was published in April 2018 as a consequence of this change in Government, with new strategic priorities and amended objectives/themes introduced.

The Government has identified through the new revised GPS a commitment to safety, liveable cities, regional economic development, protecting the environment, mode neutrality and delivering the best possible value for money. There are four new strategic priorities (outlining what the Government wants to achieve in land transport) and associated objectives (providing direction for how these priorities should be achieved) specified as follows:

Safety - A land transport system that:

- is a safe system, free of death and serious injury.

Access - A land transport system that:

- provides increased access to economic and social opportunities
- enables transport choices and access
- is resilient.

Environment - A land transport system that:

- reduces the adverse effects on the climate, local environment and public health.

Value for money - A land transport system that:

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

With these recent changes, there has been a shift away from a focus historically on the land transport system being an enabler of economic growth (largely through improved road corridors), towards a broader focus on being an enabler of access and improved liveability (including a move towards increasing use of public transport, rail, and active modes).

The GPS specifies a framework of Activity Classes as a means of achieving the results specified. There are 12 Activity Classes identified in the GPS 2018, including: public transport, rapid transport, walking and cycling improvements, local road improvements, regional improvements, state highway improvements, road policing, road safety promotion and demand management, state highway maintenance, local road maintenance, investment management and transitional rail. Each of these Activity Classes then provides funding ranges available for particular types of transport activities. These funding ranges largely dictate the funding available to support activities listed in a regional land transport plan.

A final GPS 2018 is expected to be announced by 30 June 2018.

Investment Assessment Framework

The New Zealand Transport Agency must give effect to the GPS when forming the National Land Transport Programme. The Investment

Assessment Framework (IAF) is the method by which the Agency gives effect to the GPS by detailing the criteria against which investment decisions will be made.

A draft IAF for the 2018-21 National Land Transport Programme was released in April 2018 for public consultation. The IAF uses a holistic process based on the Business Case Approach (BCA). Activities and programmes are developed using BCA principles before assessment with the IAF and prioritisation using two factors (results alignment and cost-benefit appraisal) to determine how well they meet the government's investment strategy, defined in the GPS, and their priority for funding. The IAF is therefore used to support investment partners in developing land transport activities for inclusion in their regional land transport plans (RLTP), as part of the development and delivery of the NLTP.

A final IAF 2018 is expected to be announced by 30 June 2018.

Transport Agency Investment Proposal 2018-27

The draft Transport Agency Investment Proposal (TAIP) is the proposed programme of activities to be funded over the next 10 years from the National Land Transport Fund. It has been prepared by the New Zealand Transport Agency for consideration by Regional Transport Committees as part of their RLTPs to meet national and regional objectives.

Once adopted in RLTPs (alongside any locally-led activities put forward), the activities within the TAIP will be submitted to the NZ Transport Agency Board, which will confirm a final programme of activities known as the National Land Transport Programme (NLTP), by 31 August 2018.

The draft TAIP is one element by which the Transport Agency gives effect to the draft GPS on land transport and its strategic priorities.

National Land Transport Programme

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

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

To be included in the NLTP activities have to be:

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

Regional Policy Statement for Taranaki

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

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

- The air and climate change section specifies the requirement to consider in the preparation of the RLTStrategy provisions to reduce emissions of greenhouse gases.

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

Long-Term Plans

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

The programme activities outlined in this document for inclusion in this Plan, for the midterm review, are based on each organisation's own draft LTP for the period corresponding with the Plan. As such, these activities may be varied or withdrawn by the relevant approved organisation at any time, as each organisation reassesses their own priorities and options during their internal and public consultation processes. This refinement of activities is required as each council goes through their own LTP development, or as more information becomes available about a specific

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

project proposed. This is often particularly the case with estimated costs. As such, the development of the Plan is very much an iterative process and given the complex nature of the activities involved is considered to be a snapshot in time that will continue evolving.

Councils prepare and consult on their LTPs in the first half of 2018. This Plan has an impact on every LTP in Taranaki because the level of Government subsidy received will affect the size of each transport programme and the amount of income required from district or regional rates. For an activity to be included in the final RLTP it must first appear in an LTP. The reason for this is that the Government funding is a co-investment which can only be approved once the regional council or territorial authority has confirmed its share of the project cost (known as “local share”).

Due to the timeframes set by central government, the RLTP is consulted on prior to the LTPs. Due to the timing involved, whereby each of the councils involved will only just be finalising their transport programmes within their Long-Term Plans at the end of June 2018, adjustments to the RLTP may therefore need to be made following this date.

3.4 Plan partners and their roles

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

New Zealand Transport Agency

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

The Transport Agency plays a pivotal role in New Zealand’s land transport planning and funding system. Its planning role is expressed through the three-year National Land Transport Programme, which contains all the

activities that the Transport Agency has agreed to fund, or anticipates funding, over the first three financial years of this Plan. Further, the evaluation policy that the Transport Agency adopts has a strong influence on the kinds of projects and services that are funded.

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

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

Taranaki Regional Council

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

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

Management Act 2003 and make it publically available by 31 July 2015.

5. Vary the regional land transport plan in accordance with statutory requirements.

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



Regional Transport Committee for Taranaki

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

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

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

Territorial Authorities

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

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

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

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

New Zealand Police

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

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

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

KiwiRail

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

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

Regional Transport Advisory Group for Taranaki

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

Roadsafe Taranaki

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

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



What are 'approved organisations'?

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

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

Department of Conservation

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

Venture Taranaki

Venture Taranaki has provided a supportive role throughout the development of this Plan, with a particular focus placed on regional economic growth opportunities relating to future land transport activities/projects. They were also key partners in the development of the *Tapuae Roa: Make Way for Taranaki - Action Plan*, with key transport projects included for consideration and subsequent development. Venture Taranaki therefore assists in progressing strategic outcomes of the Plan through additional national and regional funding streams.

3.5 Current guiding influences

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

The Business Case Approach

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

The approach breaks the activity development process into phases that have decision gateways. A project's business case is built progressively – starting with a strategic case, then a programme business case and

progressing to an indicative business case and finally a detailed business case – with decision points along the way that determine whether the investment is worthwhile in relation to the desired outcome.

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

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

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

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

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

One Network Roading Classification

In 2012 the Ministerial Road Maintenance Taskforce found that sector adoption of a national road classification, with associated levels of service, could help to improve investment prioritisation across the country. To

implement the Taskforce findings the joint local government / Transport Agency 'Road Efficiency Group' (REG) was established. In March 2013, a joint Project Team was established to develop the One Network Road Classification (ONRC).

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

The ONRC project has three elements.

1. The first is classifying roads into categories based on their function in the national network. This was completed in December 2013
2. The second element is the Customer Levels of Service (CLOs), which define what the fit for purpose outcomes are for each category in terms of mobility, safety, accessibility and amenity. Provisional CLOs have been developed but they will remain provisional until they can be fully tested.
3. The third element is the development of the performance measures and targets, which effectively determine how the categories and customer levels of service translate into specific maintenance, operational and investment decisions.

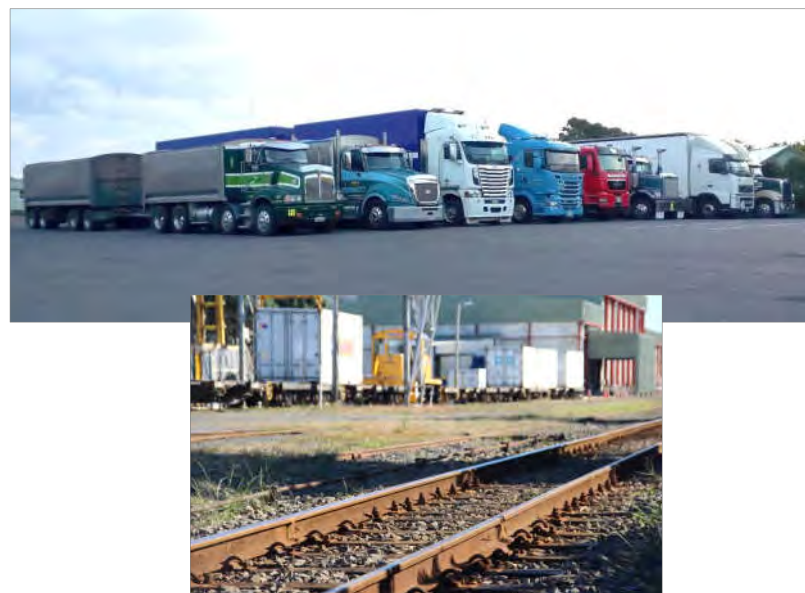
Going forward, the ONRC will be used by local government and the Transport Agency to guide decision making.

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

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

Funding Assistance Rate Review

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



Tapuae Roa: Make Way for Taranaki

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

Provincial Growth Fund

The new Government which came into power in late 2017 announced a Provincial Growth Fund (PGF) aimed at lifting productivity in regions such as Taranaki. The Fund is a potential and significant new funding source for infrastructure in the region. Any transport focused projects which aim to access the PGF, must be noted within this revised Plan. This is therefore an area which is being closely monitored by the Committee, and necessary adjustments made to the Plan accordingly.

4. STRATEGIC DIRECTION

4.1 Vision statement

The overall vision for land transport in Taranaki is –

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

4.2 Strategic direction

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

Improved roading, with an increased provision for alternative modes.

This preferred strategic direction involves:

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

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

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

4.3 Taranaki's transport issues and challenges

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

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

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

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

4.4 Land transport objectives, policies and measures

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

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

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

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

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



Issues and challenges	Objective and policies	Measures (methods)
<h3>3. Reducing the safety risk on Taranaki's transport network</h3>		
<p>Fatalities and casualties from road and rail crashes impose high social and economic costs on the region and country. The <i>Safer Journeys</i> vision of 'a safe road system increasingly free of death and serious injury' recognises that while mistakes are inevitable and we can never prevent all road crashes from happening, we can work collaboratively and attempt to stop crashes from resulting in death and serious injury.</p> <p>Improving safety and personal security is important for all mode users; with safety concerns (both perceived and real) being a barrier to greater use of walking and cycling. The concept of protecting vulnerable road users such as pedestrians and cyclists has been overtaken by a safe systems approach to road safety whereby the aim is to make roads and roadsides safer for all road users – be they motorists, motorcyclists, pedestrians, cyclists, horse-riders or another mode.</p> <p>Taranaki is experiencing steady growth in vehicle kms travelled, along with an increasing population. Several intersections have become high risk with the increase in traffic volume – with the New Plymouth district containing 3 of the country's Top 100 High Risk State Highway Intersections.</p> <p>Taranaki does not have a good road safety record, with a range of issues involved. The contributing factors in crashes over the last 10 years have remained constant with alcohol, speed, not wearing seatbelts, loss of control and intersections showing in crash data. Recidivist drink drivers have been identified as a serious concern in Taranaki and programmes have been developed to start educating and changing the behaviour of recidivist drink drivers. The safety of vulnerable road users has made an unwanted appearance over the last 5 years, in particular motorcyclists and pedestrians (6 pedestrians were killed in 2014) while older drivers have started to feature prominently in road crash reports during that same time. Recent law changes and continuous road safety education in schools has helped reduce young driver crash statistics. However, this will need to be an ongoing area of focus to further reduce young driver crashes as new drivers gain their licence. All these issues factor heavily in Roadsafes Taranaki's collaborative road safety education programmes for the period of the Plan.</p> <p>The release of a <i>Speed Management Guide</i> in late 2016 has introduced a new national framework.</p>	<p>A safe transport network increasingly free of death and serious injury.</p> <p>Policies:</p> <ul style="list-style-type: none"> ▪ Promote infrastructure improvements on strategic corridors. ▪ Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users. ▪ Support the aims of <i>Safer Journeys</i> and Roadsafes Taranaki. 	<ul style="list-style-type: none"> ▪ Ensuring and supporting improvements to infrastructure, such as road alignment, signage, bridge widths, road markings, and surfaces which fall below the levels of service under the ONRC. ▪ Improving safety at intersections and crossings. ▪ Increasing provision of passing lanes and/or passing opportunities, roundabouts and other safety design features. ▪ Minimising conflicts between different traffic types e.g. trucks and cycles. ▪ Adopting appropriate design to encourage safe walking and cycling. ▪ Actively encouraging a culture of safe road use in Taranaki. ▪ Supporting the efforts of Roadsafes Taranaki and promoting road safety programmes, particularly locally led prevention programmes. ▪ Adopting appropriate enforcement and education programmes to address unsafe driver, pedestrian and cyclist behaviour. ▪ Reviewing speed limits on a network-wide basis following on from the review of the <i>Land Transport Rule: Setting of Speed Limits 2003</i> – noting that a change in speed limit should only be considered as part of a broader range of safety solutions. ▪ Supporting efforts to achieve the <i>Safer Journeys</i> road safety targets for the Transport Agency's Central Region of a reduction in fatalities of around 40% and serious injuries of 25% by 2020.

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

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



Issues and challenges	Objective and policies	Measures (methods)
<h2>5. Ensuring network resilience and responsiveness in the context of internal and external pressures</h2>		
<p>The regional land transport system is vulnerable to global, national, regional and sub-regional pressures, both economic and environmental, which present challenges for providing efficient and resilient networks.</p> <p>Lifelines are the essential infrastructure and services that support the life of our community - water, wastewater and stormwater, electricity, gas, petroleum, telecommunications, and transportation networks including road, rail, airports and ports. Identifying key regional infrastructure vulnerabilities and interdependencies is a crucial aspect of providing a resilient land transport system. Robust assets or satisfactory alternative service continuity arrangements are key. A <i>Taranaki Lifelines Vulnerabilities Study</i> is underway in 2018 through the Civil Defence Emergency Management (CDEM) Group. This will provide much needed guidance on resilience issues related to transport infrastructure, including around the threat of volcanic activity from Mt Taranaki, flooding and earthquakes.</p> <p>Global climate change is expected to result in more severe weather events that could have significant impacts on transport networks and infrastructure. Resilience is already an issue on SH3 north, but the ability to protect routes such as SH3 north which provide key lifeline functions will become both more challenging and more essential over time. Planning is needed now in respect of climate change effects to ensure resilient infrastructure.</p> <p>The ability to respond to growth changes is far slower than the growth and resulting issues created. Flexibility is needed (lead versus lag infrastructure) to respond more quickly and to predict issues – yet funding is difficult to access until problems are already evident.</p>	<p>A land transport system that is robust, responsive to changing needs and resilient to external influences.</p> <p>Policies:</p> <ul style="list-style-type: none"> Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change. Protect routes with lifeline functions. 	<ul style="list-style-type: none"> Identifying potential network resilience issues and taking steps to remedy these. Ensuring that roading structures carrying key lifeline utilities are reliable, particularly bridges. Ensuring appropriate transport incident management processes are in place. Supporting the Taranaki Lifelines Advisory Group in identifying key regional infrastructure vulnerabilities and preparing for any infrastructure outage incidents. Reduce infrastructure outage risks and minimise restoration time when outages occur. Promoting the retention and maintenance of the SOL railway line to enable future opportunities to be realised. Supporting initiatives that provide greater flexibility to address emerging issues in a proactive way.



Issues and challenges	Objective and policies	Measures (methods)
<h2>6. Reducing negative environmental and community impacts arising from transport</h2>		
<p>Transport is currently responsible for about one-fifth of New Zealand's climate changing greenhouse gas emissions and these are anticipated to increase over time. An increased use of alternative and energy efficient transport modes is needed to combat transport emissions.</p> <p>It is anticipated that oil prices will rise over the next 30 years with access to cheap oil supplies diminishing. The resulting fuel price fluctuations could result in significant social and economic impacts. Communities that have a well-integrated range of transport options available will be more resilient to external influences such as fuel price changes.</p> <p>The construction, maintenance and operation of the land transport system can have significant adverse impacts on the surrounding environment. The transport system also uses increasing volumes of non-renewable resources such as land, aggregates and fuel, which means (if not managed appropriately), it will become increasingly unsustainable.</p> <p>Technology advances, from more energy efficient modes of transport through to digital technologies which provide improved real time information on travel options for individuals, mean that transport is in a revolutionary phase.</p> <p>In 2016 New Zealand ratified a new international climate change agreement under the United Nations Framework Convention on Climate Change. Known as the Paris Agreement, New Zealand's current stated target under the agreement is to reduce greenhouse gas emissions by 30 percent below 2005 levels by 2030.</p> <p>The recently released <i>Tapuae Roa: Make Way for Taranaki Strategy 2017</i> identified a new Clean Energy Development Centre and a Hydrogen Energy Ecosystem as candidates for future investment in Taranaki. These have attracted financial support through the Provincial Growth Fund, helping Taranaki become a future hub for the development and testing of clean energy technologies.</p>	<p>An energy efficient and environmentally sustainable land transport system.</p> <p>Policies:</p> <ul style="list-style-type: none"> Ensure transport efficiencies, promote alternative modes and manage transport demand. Encourage development of infrastructure and technology that promotes the use of alternative vehicle types (e.g. electric vehicles). 	<ul style="list-style-type: none"> Promoting energy efficiency, particularly via the promotion of alternative modes of transport, and alternative fuels. Supporting land transport initiatives, projects or activities that reduce greenhouse gas emissions arising from the land transport network, such as through walking, cycling and public transport or enhanced network efficiency. Encouraging and supporting more energy efficient transport modes such as walking, cycling, public transport services and increased vehicle occupancy. Promoting land use and transport planning initiatives that reduce the need to travel. Addressing adverse environmental effects associated with transport, including emissions to air, noise and vibrations and the discharge of water pollutants from road runoff. Ongoing consideration of possible heavy vehicle bypass routes of residential/commercial areas where appropriate.
		

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

4.5 Statement of regional transport priorities

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

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

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



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

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

5. REGIONAL 'PROGRAMME' OF ACTIVITIES

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

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

Proposed 'business as usual' activities

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

Proposed 'regionally significant' activities

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

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

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

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

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

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

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

5.1 Proposed 'business as usual' activities

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

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

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

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

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

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

Activity class	Activity name	Phase type	Total cost estimate (\$)							Expected funding source ⁹	Requested NLTFund share (\$)	Contribution to regional policies ¹⁰
			NLTP 2015-18			NLTP 2018-21			6 year RLTP			
			2015/16 (Actual)	2016/17 (Actual)	2017/18 (Forecast)	2018/19 (Forecast)	2019/20 (Forecast)	2020/21 (Forecast)				
Department of Conservation (Taranaki)												
Local road maintenance	Maintenance, Operations & Renewals Programme 2018-21	SPR	-	-	-	11,556	11,556	11,556	34,668	N (51%) & C	17,679	G1, G3, S3, A1, F2
Local road improvements	Low cost / low risk improvements 2018-21	SPR	-	-	-	-	-	100,000	100,000	N (51%) & C	51,000	S1, S2, S3, G3
NZ Transport Agency (Highways component)												
State highway maintenance	Maintenance, Operations & Renewals Programme 2018-21	State Highways	11,145,988	14,039,951	15,977,492	19,274,020	19,135,270	17,479,418	97,052,139	N (100%)	97,052,139	I1, I2, G2, G3, S1-S3, A1, A2, R2, F1, F2

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

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

Activity class	Activity name	Phase type	Total cost estimate (\$)							Expected funding source ⁹	Requested NLTFund share (\$)	Contribution to regional policies ¹⁰
			NLTP 2015-18			NLTP 2018-21			6 year RLTP			
			2015/16 (Actual)	2016/17 (Actual)	2017/18 (Forecast)	2018/19 (Forecast)	2019/20 (Forecast)	2020/21 (Forecast)				
State highway improvements	Low cost / low risk improvements 2018-21	State Highways	584,251	1,227,250	3,702,771	1,761,560	1,801,714	1,832,727	10,910,273	N (100%)	10,910,273	I1, I2, G2, G3, S1-S3, A1, A2, R2, F1, F2
New Plymouth District Council												
Local road maintenance	Maintenance, Operations & Renewals Programme 2018-21	Local roads	10,721,583	11,086,461	12,507,820	13,369,000	13,765,000	14,148,000	75,597,864	N (51%) & L	38,554,910	I1, I2, G2, G3, S1-S3, A1-A3, R1, R2, F1, F2
		SPR	25,608	11,005	101,387	35,000	35,000	36,000	244,000	N (100%)	244,000	I1, G1, G3, S1-S3, A1, R1, R2, F2
Local road improvements	Low cost / low risk improvements 2018-21	Local roads	988,873	1,092,026	1,177,101	1,852,525	1,889,612	2,931,105	9,931,242	N (51%) & L	5,064,933	S1-S3, G3, A3, I2
		SPR	-	-	-	30,270	30,876	31,554	92,700	N (75%)	69,525	S1, G3, R1
Investment management	Development of AMP and associated studies	Programme BC	-	-	-	101,000	103,000	105,000	309,000	N (51%) & L	157,590	All
Stratford District Council												
Local road maintenance	Maintenance, Operations & Renewals Programme 2018-21	Local roads	3,864,963	4,332,756	5,856,630	5,429,830	5,434,285	5,438,850	30,357,314	N (57%) & L	17,303,668	I1, I2, G1, G3, A1, R1, R2, F1
		SPR	130,793	94,547	247,095	181,216	181,216	181,216	1,016,083	N (100%)	1,016,083	I1, I2, G1, G3, A1, R1, R2, F1
Local road improvements	Low cost / low risk improvements 2018-21	Local roads	310,182	405,159	482,581	777,241	713,941	806,741	3,495,845	N (57%) & L	1,992,632	S1, S2, S3, G3
		SPR	-	-	18,593	409,601	9,061	9,061	445,776	N (75%)	334,332	S2, S3, G3
South Taranaki District Council												
Local road maintenance	Maintenance, Operations & Renewals Programme 2018-21	Local roads	18,972,486	12,710,818	12,321,981	13,670,700	13,570,700	13,570,700	84,817,385	N (58%) & L	49,194,083	I1, I2, G1-G4, S1, A1, A2, R1, R2, F1, F2
Local road improvements	Low cost / low risk improvements 2018-21	Local roads	1,140,230	1,108,026	976,802	1,932,000	1,898,000	1,849,000	8,904,058	N (58%) & L	5,164,353	S1-S3, A1, R1, R2

Activity class	Activity name	Phase type	Total cost estimate (\$)							Expected funding source ⁹	Requested NLT Fund share (\$)	Contribution to regional policies ¹⁰
			NLTP 2015-18			NLTP 2018-21			6 year RLTP			
			2015/16 (Actual)	2016/17 (Actual)	2017/18 (Forecast)	2018/19 (Forecast)	2019/20 (Forecast)	2020/21 (Forecast)				
Road safety promotion	Road Safety Promotion 2018-21 (Community Road Safety)	Implement.	205,243	207,747	254,500	195,675	195,675	195,675	1,254,515	N (58%) & L	727,618	S1, S2, S3, I1, I2
Road safety promotion	Road Safety Promotion 2018-21 (Community Road Safety)		-	-	-	59,325	59,325	59,325	177,975	N (58%) & L	103,225	S1, S2, S3, I1, I2
Road safety promotion	Road Safety Promotion 2018-21 (Cycling Education – Let’s Go)	Implement.	-	-	-	400,000	400,000	400,000	1,200,000	N (58%) & L	696,000	S1-S3, I1, I2, A3, E1
Taranaki Regional Council												
Public transport	Public Transport Programme 2018-21 <small>(includes infrastructure)</small>	Operations	2,381,894	2,533,542	3,332,458	3,220,140	3,301,700	3,394,200	18,163,934	N (51%) & L	9,263,606	A1, A2, A3, E1
Public transport	Low cost / low risk improvements 2018-21	Public transport	234,006	225,659	305,000	331,000	290,000	290,000	1,675,665	N (51%) & L	854,589	A1, E1
Public transport	Regional Integrated Ticketing <small>(implementation)</small>	Public transport	-	-	-	331,000	290,000	290,000	911,000	N (51%) & L	464,610	A1, E1
Public transport	Regional Integrated Ticketing <small>(operational costs)</small>	Public transport	-	-	-	15,000	15,000	15,000	45,000	N (51%) & L	22,950	A1, E1
Public transport	Regional Integrated Ticketing <small>(operational support costs directly from supplier)</small>	Public transport	-	-	-	49,255	57,163	57,163	163,581	N (65%) & L	106,328	A1, E1
Investment management	Regional Land Transport Planning Mgmt 2018-21 (WC1)	Programme BC	101,242	129,643	70,646	134,881	137,578	140,330	714,320	N (51%) & L	364,303	I2, A1, E1
Investment management	Transport Planning (WC3)	Programme BC	2,000	41,810	83,246	40,000	35,110	35,222	237,388	N (51%) & L	121,068	I2, A1, E1
Investment management	Transport Planning (WC4)	Programme BC	-	-	-	-	15,000	15,000	30,000	N (51%) & L	15,300	I2, A1, E1
Investment management	Taranaki PT Network Review	Programme BC	-	-	-	-	50,000	-	50,000	N (51%) & L	25,500	I1, A3

5.2 Prioritisation process

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

The Committee adopted the following process for this:

1. Significant activities to be prioritised

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

2. Assessment against the Transport Agency's national criteria

Every activity determined as being regionally significant was assessed according to the Transport Agency's Aug 2017 *Draft Investment Assessment Framework 2018* (IAF). Assessment using the IAF involves rating programmes, projects or other activities across two factors, being:

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

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

This original Draft IAF has since been superseded by another Draft IAF 2018 (published in April 2018). This updated version has been developed

in response to the change in Government and to therefore 'give effect' to the revised GPS 2018.

3. Assessment against regional objectives and priorities

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

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

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

4. Order of priority of significant activities

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

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

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

5.3 Proposed 'regionally significant' activities

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

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

Project	Org.	Activity Class ¹¹	Phase ¹²	Expected start & duration (months)	Total cost estimate (\$)				Further expenditure forecasts (\$) outside of 6-year RLTP period								Expected funding sources (& FAR)	National profile	Link to policies ¹³	Regional fit	Regional priority
					NLTP 2018-21			Total for 6 year RLTP	NLTP 2021-24			NLTP 2024-27									
					2018/19	2019/20	2020/21		2021/22	2022/23	2023/24	2024/25	2025/26	2026/27		2027/28					
Waitara to Bell Block Route Improvements: SH3/3A to Waitara Investigate and implement the preferred safety improvements as identified in the PBC for this section of SH3.	NZTA	20	Pre-implmntn	Jul2018 (12)	205,200	-	-	205,200	-	-	-	-	-	-	-	N (100%)	H 1-2.9	S1-S3 A1-A3	H	1	
20		Implemntn	Jul2023 (30)	-	-	-	-	-	-	4,340,500	4,213,904	14,348	-	-	N (100%)						
Waitara to Bell Block Route Improvements: Bell Block to SH3/3A Investigate and implement the preferred safety improvements as identified in the PBC for this section of SH3.	NZTA	20	Pre-implmntn	Jul2023 (12)	-	-	-	-	-	-	469,243	-	-	-	-	N (100%)	H 1-2.9	S1-S3 A1-A3	H	1	
20		Implemntn	Jul2024 (30)	-	-	-	-	-	-	-	-	2,398,427	6,126,343	12,933	-	N (100%)					

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

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

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

Project	Org.	Activity Class	Phase	Expected start & duration (months)	Total cost estimate (\$)				Further expenditure forecasts (\$) outside of 6-year RLTP period							Expected funding sources (& FAR)	National profile	Link to policies	Regional fit	Regional priority
					NLTP 2018-21			Total for 6 year RLTP	NLTP 2021-24			NLTP 2024-27								
					2018/19	2019/20	2020/21		2021/22	2022/23	2023/24	2024/25	2025/26	2026/27						
SH3 Waitara to Bell Block Safer Corridor This project seeks to reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	13	Detailed BC	Jul2018 (12)	384,282	-	-	384,282	-	-	-	-	-	-	N (100%)	VH 3-4.9	S1-S3 A1-A3	H	1	
13		Pre-implmntn	Jul2018 (24)	386,745	389,456	-	776,201	-	-	-	-	-	-	N (100%)	S1-S3 A1-A3					
13		Implemntn	Jul2020 (12)	-		13,326,905	13,326,905	-	-	-	-	-	-	N (100%)	S1-S3 A1-A3					
Corbett Road/SH3 I/S Improvements To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	13	Detailed BC	Jul2018 (12)	99,273	-	-	99,273	-	-	-	-	-	-	N (100%)	H 1-2.9	S1-S3 A1-A3	H	1	
13		Pre-implmntn	Jul2018 (24)	99,909	100,610	-	200,519	-	-	-	-	-	-	N (100%)	S1-S3 A1-A3		H	1		
13		Implemntn	Jul2020 (12)	-	-	3,442,784	3,442,784	-	-	-	-	-	-	N (100%)	S1-S3 A1-A3		H	1		
SH3/Princess Street Intersection Improvements To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	13	Detailed BC	Jul2018 (12)	99,273	-	-	99,273	-	-	-	-	-	-	N (100%)	H 3-4.9	S1-S3 A1-A3	H	1	
13		Pre-implmntn	Jul2018 (24)	99,909	100,610	-	200,519	-	-	-	-	-	-	N (100%)	S1-S3 A1-A3		H	1		
13		Implemntn	Jul2020 (12)	-	-	3,442,784	3,442,784	-	-	-	-	-	-	N (100%)	S1-S3 A1-A3		H	1		
Mangati Road/SH3 Intersection Improvements To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	13	Detailed BC	Jul2018 (12)	99,273	-	-	99,273	-	-	-	-	-	-	N (100%)	H 3-4.9	S1-S3 A1-A3	H	1	
13		Pre-implmntn	Jul2018 (24)	99,909	100,610	-	200,519	-	-	-	-	-	-	N (100%)	S1-S3 A1-A3		H	1		
13		Implemntn	Jul2020 (12)	-	-	3,442,784	3,442,784	-	-	-	-	-	-	N (100%)	S1-S3 A1-A3		H	1		
Airport Drive Improvements Realign Airport Drive and establish a new improved intersection with SH3. Thereby	NPDC	1	Detailed BC	Jul2018 (12)	101,000	103,000	-	204,000	-	-	-	-	-	-	N (51%) & L	VH 1*	G1-G3 S1-S3 R2	H	1	

Project	Org.	Activity Class	Phase	Expected start & duration (months)	Total cost estimate (\$)				Further expenditure forecasts (\$) outside of 6-year RLTP period							Expected funding sources (& FAR)	National profile	Link to policies	Regional fit	Regional priority	
					NLTP 2018-21			Total for 6 year RLTP	NLTP 2021-24			NLTP 2024-27									
					2018/19	2019/20	2020/21		2021/22	2022/23	2023/24	2024/25	2025/26	2026/27							2027/28
addressing a significant safety issue, unlocking residential growth opportunities in a high growth district and providing a better connection to the airport for tourism and economic growth.		20	Construction	Jul2021 (30)	-	-	-	-	3,225,000	-	-	-	-	-	-	N (51%) & L					
SH3/3A Hawera to New Plymouth Corridor Improvements This corridor was identified as priority for investment and identified as a priority corridor for the Safe Roads team.	NZTA	13	Pre-implmntn	Jul2018 (6)	137,669	-	-	137,669	-	-	-	-	-	-	-	N (100%)	HH 1*	S1-S3 A1-A3	H	2	
		13	Implemntn	Jan2018 (18)	153,900	205,200	-	359,100	-	-	-	-	-	-	-	N (100%)					
		13	Property	Jul2019 (12)	-	513,000	-	513,000	-	-	-	-	-	-	-	-					N (100%)
Keeping New Plymouth Moving and Growing Further exploring identified problems, including modelling NP's transportation network to understand the issues faced today and those that will be exacerbated with growth.	NPDC	1	Programme BC	Jul2018 (12)	404,000	-	-	404,000	-	-	-	-	-	-	-	N (51%) & L	HM*	I1-I2 S1-S2 A1-A3 R1-R2 F1-F2			
To set out national, regional and metropolitan considerations affecting the operation of SHs and their interaction with adjacent local roads and land uses in NP, particularly access around the port. A suite of optimisation activities to be driven by a Network Operating Plan in partnership with the local authority.	NZTA	1	Programme BC	Jul2019 (12)	-	153,900	-	153,900	-	-	-	-	-	-	-	N (100%)	MM*	G1-G3 A1-A3 E1-E2	M	3	
		13	Detailed BC	Jul2024 (12)	-	-	-	-	-	-	-	179,511	-	-	-	-	N (100%)				HM* 1-2.9
		13	Pre-implmntn	Jul2025 (12)	-	-	-	-	-	-	-	-	367,547	-	-	-	N (100%)				
		13	Implemntn	Jul2026 (24)	-	-	-	-	-	-	-	-	-	375,739	8,292,692	-	N (100%)				

Project	Org.	Activity Class	Phase	Expected start & duration (months)	Total cost estimate (\$)				Further expenditure forecasts (\$) outside of 6-year RLTP period							Expected funding sources (& FAR)	National profile	Link to policies	Regional fit	Regional priority
					NLTP 2018-21			Total for 6 year RLTP	NLTP 2021-24			NLTP 2024-27								
					2018/19	2019/20	2020/21		2021/22	2022/23	2023/24	2024/25	2025/26	2026/27						
LED Streetlight Conversion To convert the existing SOX/SON streetlight stock to LED streetlights, thereby reducing maintenance and renewal costs, including power charges.	NPDC	12	Construction	Jul2018 (24)	1,009,380	1,029,000	-	2,038,380	-	-	-	-	-	-	-	N (51%) & L	HH 5-9.9	E1 S3 A1	M	4
SH3 Urenui to Uruti Safety Management This project seeks to reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	13	Detailed BC	Jul2018 (12)	118,487	-	-	118,487	-	-	-	-	-	-	-	N (100%)	M 3-4.9	S1-S3 A1-A3	H	5
			Pre-implmntn	Jan2018 (24)	119,246	120,082	-	239,328	-	-	-	-	-	-	N (100%)					
			Implemntn	Jul2020 (12)	-	-	4,109,129	4,109,129	-	-	-	-	-	-	-	N (100%)				
SH3 Inglewood to Hawera Safer Corridor This project seeks to reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	13	Detailed BC	Jul2018 (12)	896,658	-	-	896,658	-	-	-	-	-	-	-	N (100%)	VH 1-2.9	S1-S3 A1-A3	H	5
		13	Pre-implmntn	Jan2018 (24)	90,2405	908,730	-	1,811,135	-	-	-	-	-	-	N (100%)					
		13	Implemntn	Jul2020 (12)	-	-	31,096,111	31,096,111	-	-	-	-	-	-	-	N (100%)				
Committed projects included in RLTP but funded through the Accelerated Regional Rooding Package – no prioritisation required																				
SH3 Awakino Gorge to Mt Messenger Corridor To provide improved safety, freight efficiency and resilience on SH3 between Mt Messenger and Awakino Gorge. The project is Crown appropriated under the Accelerated Regional Rooding Package.	NZTA	13	Pre-implmntn	Jul2017 (24)	387,719	-	-	-	-	-	-	-	-	-	-	N (100%)	HH 1-2.9	-	-	-
		13	Implemntn	Jul2018 (24)	2,706,859	2,815,134	-	-	-	-	-	-	-	-	-	N (100%)			-	-
		13	Property	Jul2018 (12)	98,970	-	-	-	-	-	-	-	-	-	-	-			N (100%)	-

SH3 Mt Messenger Bypass Bypass of the existing winding road alignment at Mt Messenger on State Highway 3 between Hamilton and New part-funded by the Crown as part of the Governments Accelerated Regional Rooding Programme, and part-funded by the NLTP.	NZTA	31	Pre-implmntn	Jul2016 (36)	6,156,000	-	-	-	-	-	-	-	-	-	-	N (100%)	HM 1-2.9	-	-	-
		31	Implemntn	Jul2018 (36)	2,200,001	30,000,000	20,274,412	-	-	-	-	-	-	-	-	N (100%)			-	-
		13	Property	Jul2016 (36)	2,250,000	-	-	-	-	-	-	-	-	-	-	N (100%)			-	-
		13	Construction	Jul2018 (36)	30,780,000	49,248,000	19,972,000	-	-	-	-	-	-	-	-	N (100%)			-	-
SH3 Vickers Road to City Upgrade Central City arterial route capacity and safety improvements, including traffic signal installation, intersection configuration and bridge duplication of Te henui and Waiwhakaiho bridges. Capacity and operational improvements to SH3 to improve the efficiency between Vickers Road and New Plymouth city.	NZTA	13	Construction	Jul2014 (60)	32,832	-	-	-	-	-	-	-	-	-	-	N (100%)	MH	-	-	-

5.4 Activities already programmed for future iterations of the Plan

Table 5 below outlines activities put forward as part of the 10-year draft Transport Agency Investment Proposal (TAIP), but which are not currently programmed to commence in the period of the Plan, which ends in June 2021.

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

Activity name	Org.	Activity Class	Phase	Expected start & duration (months)	Further expenditure forecasts (\$)							Expected funding sources (& FAR)	National profile	Contribution to regional policies
					NLTP 2021-24			NLTP 2024-27						
					2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28			
SH3/45 improved tourist facilities Potential REDS activity to facilitate regional tourism around the coast, and Mt Taranaki. Improved tourist facilities e.g. stopping facilities, signage and marking, view points, visitor centres / information management, variable messaging signs.	NZTA	13	Detailed BC	Jul2023 (12)	-	-	117,311	-	-	-	-	N (100%)	M 1-2.9	G1-G3 A1-A3
		13	Pre-implemntn	Jul2024 (12)	-	-	-	120,365	-	-	-	N (100%)	M 1-2.9	
		13	Implementation	Jul2025 (36)	-	-	-	-	318,554	1,250,369	1,276,713	N (100%)	M 1-2.9	
SH43 Improvements Safety and Access - Sealing Improvements Sealing improvements along SH43, including sealing the 12km unsealed section through the Tangarakau Gorge. Significant stakeholder support for sealing improvements to cater for improved tourism and regional connectivity (as an alternate route to SH3 north). This project is a Provincial Growth Fund Candidate.	NZTA	13	Construction	Jul2023 (54)	-	-	175,966	180,548	5,506,945	5,635,274	4,551	N (100%)	M 1-2.9	I1, G1-G3, S1-S3, A1-A3, R1, R2
		13	Detailed BC	2018 (12)	400,000	-	-	-	-	-	-			
SH43 Stratford to Taumarunui Safety Improvements Identified as part of the National Safety Gap Analysis. Safety Maintenance improvements which may include: seal widening, some barrier at high risk locations, enhanced delineation.	NZTA	13	Detailed BC	Jul2024 (12)	-	-	-	119,392	-	-	-	N (100%)	H 1-2.9	S1-S3
		13	Pre-implemntn	Jul2025 (12)	-	-	-	-	318,046	-	-	N (100%)	H 1-2.9	
		13	Property	Jul2026 (24)	-	-	-	-	-	2,495,063	8,097	N (100%)	H 1-2.9	

Activity name	Org.	Activity Class	Phase	Expected start & duration (months)	Further expenditure forecasts (\$)							Expected funding sources (& FAR)	National profile	Contribution to regional policies
					NLTP 2021-24			NLTP 2024-27						
					2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28			
SH3 Hawera to Whanganui Safety Improvements Identified as part of the National Safety Gap Analysis. Works to resolve gap between the current and required safety level of service on all, or parts of, this corridor.	NZTA	13	Pre-implemntn	Jul2026 (12)	-	-	-	-	-	248,432	-	N (100%)	M 1-2.9	S1-S3
13		Implementation	Jul2026 (12)	-	-	-	-	-	-	892,721	N (100%)	M 1-2.9		
SH3 Hawera to Wanganui Safer Corridor The project seeks to reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	13	Detailed BC	Jul2021 (12)	322,844	-	-	-	-	-	-	N (100%)	H 1-2.9	S1-S3, A1-A3
SH3A Bell Block to Inglewood Safer Corridor To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	13	Detailed BC	Jul2021 (12)	227,690	-	-	-	-	-	-	N (100%)	H 1-2.9	S1-S3, A1-A3
		13	Pre-implemntn	Jul2021 (24)	227,173	232,772	-	-	-	-	-	N (100%)	H 1-2.9	
		13	Implementation	Jul2023 (12)	-	-	7,896,295	-	-	-	-	N (100%)	H 1-2.9	
SH45 New Plymouth to Hawera Safer Corridor To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	13	Detailed BC	Jul2021 (12)	95,154	-	-	-	-	-	-	N (100%)	V 1-2.9	S1-S3, A1-A3
		13	Pre-implemntn	Jul2021 (24)	94,938	97,278	-	-	-	-	-	N (100%)	V 1-2.9	
		13	Implementation	Jul2023 (12)	-	-	3,299,944	-	-	-	-	N (100%)	V 1-2.9	
SH3 Epiha Road to Turangi Road Safer Corridor To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	13	Detailed BC	Jul2021 (12)	50,976	-	-	-	-	-	-	N (100%)	H 1-2.9	S1-S3 A1-A3
		13	Implementation	Jul2023 (12)	-	-	1,767,828	-	-	-	-	N (100%)		

Activity name	Org.	Activity Class	Phase	Expected start & duration (months)	Further expenditure forecasts (\$)							Expected funding sources (& FAR)	National profile	Contribution to regional policies
					NLTP 2021-24			NLTP 2024-27						
					2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28			
Noise Wall Programme This is part of the National Noise Improvement Initiative with the objective of “reducing harm to people and improving environmental outcomes”.	NZTA	13	Implementation	Jul2022 (12)	-	6,283,297	-	-	-	-	-	N (100%)	H 3-4.9	S1-S3

5.5 Activities included for future consideration

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

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

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

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

Table 6: Activities for future consideration

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

¹⁴ MWFT refers to 'Tapuae Roa: Make Way for Taranaki' regional economic development project

Projects	Org.	Notes	Regional policy contribution
Electric/hydrogen vehicle infrastructure	Various	Regional expansion of electric/hydrogen vehicle public charging stations to support more electric/hydrogen vehicles entering the region.	Improving liveability I2, A2, A3, R1, E1, E2
SH3 North corridor improvements – from Waitara through to Hamilton	NZTA (MWFT)	While substantial improvements works are already underway through the SH3 Awakino Gorge to Mt Messenger Programme (as seen within programme tables), there is room for further improvement, particularly on the rest of the route – from Waitara to Mt Messenger, then Awakino Gorge to Hamilton. General improvements (including curve easing, pavement widening and constraint removal) to achieve levels of service appropriate to the ONRC, along with provision of additional passing opportunities. Curve alignments through the Awakino Gorge area, including Bexley Curve, remain a priority despite being in the Waikato.	Supporting growth Improving resiliency I2, G1, G2, G3, G4, S1, S2, R1, R2
Long-term retention of rail line between Hawera and NP	KiwiRail (MWFT)	Advocacy role for the RTC and its member organisations to improve the usage and therefore viability of the section of the MNPL rail corridor from Whareroa through to Port Taranaki.	Future-proofing I2, G2, G4, F1
SH3 Hawera to Whanganui	NZTA (MWFT)	Addressing of safety and reliability/resilience issues on this important freight/lifeline route. Addressing the out of context / constraining and/or resilience issues with the following bridges in particular: Tangahoe River Bridge, Mokoia Overbridge, Manawapou Bridge, Patea River Bridge, Whenuakura Bridge, Waitotara Bridge, Okehu Bridge, Kai Iwi Stream Bridge.	Improving resiliency G1, G2, S1, R1, R2, F2
SH3A improvements	NZTA	General improvements (including curve easing, pavement widening and constraint removal) to achieve levels of service appropriate to the ONRC. 2Star KiwiRAP sections to be lifted to 3Star. Provision of passing opportunities.	Supporting growth G1, G3, S1, R1
SH45 improvements	NZTA	Need to improve infrastructure and safety on SH45 Surf Highway, lifting 2Star KiwiRAP sections to 3Star, and supporting increasing tourism. The Stony River Bridge, Kaupokonui Bridge and Kapuni Bridge are particularly constraining, with an additional 13 other bridges identified below.	Supporting growth G1, G3, S1, R1
Widening/replacement/realignment of all constraining bridges on state highways	NZTA	In particular, the following bridges are specifically identified: <ul style="list-style-type: none"> On SH3 between Hawera to Whanganui (8 constraining bridges): Tangahoe River Bridge, Mokoia Overbridge, Manawapou Bridge, Patea River Bridge, Whenuakura Bridge, Waitotara Bridge, Okehu Bridge, Kai Iwi Stream Bridge. On SH3 between New Plymouth to Midhirst (4 constraining bridges): Burgess Park Hill Bridge, Mangaoraka Bridge, Waitepuke Bridge, Waipuku-Iti Bridge. On SH3 between Midhirst to Stratford (4 constraining bridges): Kahouri Bridge, Piakau South Bridge, Midhirst Overbridge, Manganui Bridge. On SH45 between New Plymouth to Hawera (16 constraining bridges): Kaupokonui Bridge, Kapuni Bridge ('Crash Corner Manaia'), Oeo Bridge, Stoney River Bridge, Ouri Bridge, Punehu Bridge, Mangahune Bridge, Heimama Bridge, Oaoiti Bridge, Okahu Bridge, Pungarere Bridge, Rautini Bridge, Waitaha Bridge, Otahi-iti Bridge, Kaihihi Bridge, Katikara Bridge. 	Safer & better integrated Improving resiliency G1, G3, S1, R1, R2, F2

Projects	Org.	Notes	Regional policy contribution
Vulnerabilities on lifeline routes	Various	The Taranaki Civil Defence Emergency Management (CDEM) Group has received funding from Government to undertake a <i>Taranaki Lifelines Vulnerability Study</i> . The Study is expected to commence in 2017/18 and will include mapping through GIS of vulnerabilities on lifeline routes. The outcomes of the Study are expected to assist RCAs with their planning to protect routes with lifeline functions.	Improving resiliency G3, S1, A1, R1, R2
NP Public Transport Hub	NPDC	For consideration within NPDC's district planning processes, combining facilities for public and commercial bus services, cycle storage facilities and related services for better integrating alternative transport modes.	Improving liveability I2, A1, A2, A3, E1, F1
Regional cycleway network	Various	Creation of a cycleway network, including alongside SH3 from Hawera to New Plymouth, and an around the mountain route, preferably off-road where possible.	Supporting growth G1, G3, A1, E1, E2
Taranaki Crossing 'Mounga to Surf'	Various (MWFT)	The Taranaki Crossing 'Mounga to Surf' project, including a track from North Egmont to Pukeiti, and from Pukeiti to Oakura walkway/cycleway.	Supporting growth G1, G3, A1, E1, E2
Junction Road seal extension	SDC / NPDC	The project relates to the sealing of 15km of Junction Road which connects SH43 to New Plymouth district. This road forms part of the National Cycle Trail Network. A significant proportion of the road remains unsealed and an increasing number of tourists use this route to travel from eastern Taranaki to New Plymouth district (including cyclists, campervan users, motorists as well as the local community). Timeframe: Development of BCA - 2025/26, Physical works - 2026/27 - 2027/28 (estimated cost \$2m).	Supporting growth I2, G1, G3, S2, A1, E1, E2
Emerging tourism routes	SDC	Emerging tourism routes (self-drive and on-road cycling) for further assessment / investment – Whitianga Rd loop roads, Mangaehu Rd loop roads, Makuri Rd loop roads. Improvements to Whangamomona Rd. Walking/cycling trail to the Mountain House. Stratford heritage trail.	Supporting growth G1, G3, A1, E1, E2
Emerging tourism routes	STDC	Emerging tourism routes (self-drive and on-road cycling) for further assessment / investment – Rawhitiroa Rd (to Lake Rotokare and Lake Rotorangi through Eltham), Tangahoe Valley Rd / Pukekino Rd (to Lake Rotorangi through Ararata), Maben Rd (to Lake Rotorangi through Hurleyville), Waitotara Valley Rd. Off Surf Highway SH45: Paora Rd, Bayly Rd, Pungarehu SH45.	Supporting growth G1, G3, A1, E1, E2
Emerging tourism routes	NPDC	Emerging tourism routes (self-drive and on-road cycling) for further assessment / investment – Carrington Rd, Mangorei Rd, Okau / Tongaporutu-Ohura Rd / Waitaanga Rd (crosses to Horizons), Wiremu Rd (inland around mountain), Ngatimaru Rd / Inland North Rd / Otoroa Rd, Tarata Rd, Waitara Rd / Everett Rd / Bristol Rd, Bertrand Rd and bridge. Connecting the Coastal Walkway to Waitara is a key project.	Supporting growth G1, G3, A1, E1, E2
Footpath improvements	RCAs	Noting will be integrated into future iterations of ONRC in recognition of space and place importance etc	Improving liveability I2, S2, A1, A3, E1, E2
Breon Road Extension	SDC	The residents of western half of Stratford do not currently have an alternative route over the Patea River which segregates the northern part of Stratford from the Southern part of Stratford. There are three primary schools, medical centre, doctors/dentist surgery, aquatic centre and sports grounds located to the west of SH3, but south of	Supporting growth G1, G3, A1, E1, E2

Projects	Org.	Notes	Regional policy contribution
		the Patea River. Timeframe: BCA development in 2022/23, design and physical works 2023/24 and 2024/25 (estimated cost \$2.5m).	
Upgrade of Whangamomona Road	SDC	This road was closed by the Government in 1942 following a flood event. Since then the road has been maintain by either private individuals and latterly by the Whanga Road Action Group (WRAG), who rely on voluntary donations to fund repairs. The legal opinion is such that the local body should either divest themselves of the road or continue to maintain the road as public funds have been spent on the road in the past. Develop a Business Case to seek funding for the upgrade of the road to a reasonable farm track standard. Timeframe: Physical works over two financial years starting in 2021/22 (estimated cost \$2m).	Supporting growth G1, G3, A1, E1, E2
Widening of Manaia Road (SPR)	SDC	This road is currently 4.5m wide over its 6km length and provides access to Mt Taranaki, Dawson Falls and Dawson Falls Lodge (the start/end point for the Taranaki Crossing Experience). This project aims to widen the road to 6m seal width for its entire length to the car park at the Dawson Falls Lodge. With the recent announcement of PGF funding for the Taranaki Crossing Experience, SDC are anticipating an increase in the number of visitors to Dawson Falls. With bus operators taking visitors to the Falls, there is insufficient road width for vehicles travelling in opposing direction to pass safely. Development of Strategic Business Case required. Seek agreement from Department of Conservation for the project. Physical works to be contained within existing road reserve where possible. Once the Taranaki Crossing Experience project has been completed, (2020/21) SDC anticipate in influx of visitors. Timeframe: Tentatively planned for 2022/23 and 2023/24 (estimated cost \$1.5m).	Supporting growth G1, G3, A1, E1, E2
Cooks Street to Bank Street Connector Road	NPDC	A proposal has been raised to develop a Cooks Street to Banks Street connector road (an upgrade of the existing pedestrian walkway between Cook Street and Banks Street) into a bi-directional vehicular road (and footpath) in order to improve accessibility, safety and travel options within this growing neighbourhood.	Supporting growth G1, G3, A1, E1, E2

5.6 Approved activities not yet complete

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

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

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

5.7 Activities proposed to be varied, suspended or abandoned

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

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

5.8 Accelerated Regional Roading Package

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

For Taranaki, two accelerated projects were identified:

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

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

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

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

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

5.9 Regional Improvements Activity Class

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



5.10 Activities of inter-regional significance

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

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

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

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

6. FUNDING THE RLTP

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

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

6.1 Proposed funding sources

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

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

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

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

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

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

National Land Transport Fund (NLTFund)

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

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

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

GPS 2018 has reviewed these activity classes in recognition of a significant change in policy direction. The new Activity Class structure under the revised GPS are as follows:

Figure 6: Changes in funding Activity Classes

GPS 2012 Activity Classes	GPS 2015 Activity Classes	GPS 2018 Activity Classes
New and improved infrastructure for State Highways	State highway improvements	State highway improvements
Renewal of State Highways	State highway maintenance	State highway maintenance
Maintenance and operation of State Highways		
New and improved infrastructure for local roads	Local road improvements	Local road improvements
Renewal of local roads	Local road maintenance	Local road maintenance
Maintenance and operation of local roads		
Public transport services	Public transport	Public transport
Public transport infrastructure		
Walking and cycling	Walking and cycling improvements	Walking and cycling improvements
N/A	Regional improvements	Regional improvements
Road policing	Road policing	Road policing
Road safety promotion	Road safety promotion	Road safety promotion and demand management
Sector research	Investment management	Investment management
Transport planning		Rapid transport
Management of the funding allocation system		Transitional rail

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

New funding for cycling – the Urban Cycleways Fund

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

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

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

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

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



Provincial Growth Fund

Central government has committed to investing \$1 billion per annum over three years in regional economic development through a new Provincial Growth Fund. This Fund aims to lift productivity potential in the provinces, with its priorities being to: enhance economic development opportunities, create sustainable jobs, enable Māori to reach their full potential, boost social inclusion and participation, build resilient communities, and help meet New Zealand's climate change targets. Land transport activities/projects are therefore eligible for such funding.

6.2 The future without regionally dedicated funds

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

Regionally dedicated funding (R Funds) proved to be vitally important for regions such as Taranaki whose transport improvement projects are

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

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

generally not considered to be of sufficient 'national priority' to compete for N Funds. The RLTP 2009-12 and 2012-15 processes reinforced the crucial role that R Funds played in ensuring regionally important projects were progressed.

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

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



6.3 Ten-year forecast of expenditure and revenue

The following tables outline a ten-year forecast of anticipated expenditure for Taranaki.

The information presented here is given in greater detail in **Appendix IV**.

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

AC code	Activity Class (AC) name	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	10 year total 2015-2024
1	Investment management	205,979	129,643	188,500	669,881	285,578	290,330	280,736	302,200	307,800	289,400	2,950,047
2	Road safety promotion	205,243	207,747	259,326	655,000	655,000	655,000	1,050,000	1,050,000	1,050,000	1,050,000	6,837,316
3	Walking and cycling improvements	1,603,464	472,998	1,269,557	0	0	0	0	0	0	0	3,346,019
4	Public transport	2,615,900	2,759,201	3,418,000	3,315,800	3,284,000	3,346,200	3,671,480	3,721,480	3,771,480	3,821,480	33,725,021
	Existing services / operations	2,381,894	2,533,542	2,606,000	2,833,800	2,884,000	2,946,200	3,561,480	3,611,480	3,661,480	3,711,480	30,731,356
	Low cost / low risk improvements	324,006	225,659	305,000	331,000	290,000	290,000					1,765,665
	Ticketing			507,000	151,000	110,000	110,000	110,000	110,000	110,000	110,000	1,318,000
8	Local road maintenance	41,157,853	29,183,635	33,959,130	32,697,302	32,997,757	33,386,322	31,702,995	32,298,826	33,075,787	33,718,963	334,178,570
9	State highway maintenance	11,145,988	14,039,951	16,399,892	19,274,020	19,135,270	17,479,418	20,291,879	20,991,949	21,716,172	20,656,241	181,130,780
12	Local road improvements	2,724,453	5,393,065	7,531,400	6,111,097	5,673,490	5,727,461	8,166,358	5,176,065	6,709,254	4,958,947	58,171,590
	Low cost / low risk improvements	2,439,285	2,605,211	3,329,127	5,001,097	4,541,490	5,727,461	4,941,358	4,976,065	5,209,254	4,158,947	42,929,295
	Other (projects)	285,168	2,787,854	4,202,273	1,110,000	1,132,000	0	3,225,000	200,000	1,500,000	800,000	15,242,295
13	State highway improvements	13,114,933	4,332,930	4,722,171	82,074,560	75,120,714	62,118,727	950,000	950,000	6,610,000	26,433,000	276,427,035
	Low cost / low risk improvements	584,251	1,227,250	3,702,771	1,761,560	1,801,714	1,832,727	950,000	950,000	950,000	950,000	14,710,273
	Other (projects)	12,530,682	3,105,680	1,019,400	80,313,000	73,319,000	60,286,000	0	0	5,660,000	25,483,000	261,716,762
20	Regional improvements ¹⁵	0	0	0	0	0	0	0	0	0	0	0
Taranaki region's total by year		72,773,813	56,519,170	67,747,976	144,797,660	137,151,809	123,003,458	66,113,448	64,490,520	73,240,493	90,928,031	896,766,378

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

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

Activity Class		Total forecast expenditure 2015/2024 (\$)	Funding sources (\$)¹⁶		
Code	Name		Local (L)	National (N)	Crown (C)¹⁷
1	Investment management	2,950,047	Please refer to Tables 3, 4, 5, 11 & 12 for further information on this.	Please refer to Tables 3, 4, 5, 11 & 12 for further information on this.	Please refer to Section 5.8 for further information on this.
2	Road safety promotion	6,837,316			
3	Walking and cycling improvements	3,346,019			
4	Public transport	33,725,021			
8	Local road maintenance	334,178,570			
9	State highway maintenance	181,130,780			
12	Local road improvements	58,171,590			
13	State highway improvements	276,427,035			
20	Regional improvements¹⁸	0			
Regional total		896,766,378			

¹⁶ Local (L) and National (N) figures are indicative only and based on current Financial Assistance Rates.

¹⁷ This figure is indicative only and includes anticipated Accelerated Regional Rooding Package funds, along with the equivalent of 'local share' for DOC which is obviously not rating based

¹⁸ Activities are funded through this Activity Class only if assigned to this by the Transport Agency during the moderation processes of the National Land Transport Programme – hence forecast figures will be lower than that wished for.

6.4 National moderation and allocating of funding

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

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

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



6.5 Activities to be funded from other sources

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

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

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

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

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

7. MONITORING, REVIEWS AND VARIATIONS

7.1 Monitoring the Plan

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

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

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

7.2 Review of the Plan

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

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

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

7.3 Variations to the Plan

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

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

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

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

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

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

7.4 Significance policy in relation to Plan variations

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

General determination of significance in relation to Plan variations

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

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

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

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

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

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

Consultation procedure to follow

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

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

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

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

GLOSSARY OF TERMS AND ACRONYMS

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

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

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

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

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

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

Approved organisations in the Taranaki region are the:

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

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

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

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

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

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

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

Committee refers to the Regional Transport Committee for Taranaki.

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

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

District means the district of a territorial authority.

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

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

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

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

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

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

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

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

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

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

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

Land transport

(a) means -

(i) transport on land by any means

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

(b) includes -

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

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

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

Level of service (LOS)

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

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

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

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

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

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

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

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

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

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

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

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

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

NLT means National Land Transport

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

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

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

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

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

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

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

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

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

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

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

RLT means Regional Land Transport

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

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

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

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

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

Useful websites:

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



APPENDIX I: LEGISLATIVE CONTENT REQUIREMENTS OF RLTP

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

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

(2) A regional land transport plan must include—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(iii) the expected duration of the activity; and

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

(v) any other relevant information; and

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

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

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

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

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

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

(a) an assessment of how the plan complies with section 14; and

(b) an assessment of the relationship of Police activities to the regional land transport plan; and

(c) a list of activities that have been approved under section 20 but are not yet completed; and

(d) an explanation of the proposed action, if it is proposed that an activity be varied, suspended, or abandoned; and

(e) a description of how monitoring will be undertaken to assess implementation of the regional land transport plan; and

(f) a summary of the consultation carried out in the preparation of the regional land transport plan; and

(g) a summary of the policy relating to significance adopted by the regional transport committee under section 106(2); and

(h) any other relevant matters.

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

APPENDIX II: ASSESSMENT OF STATUTORY COMPLIANCE

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

14 Core requirements of regional land transport plans

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

- (a) be satisfied that the regional land transport plan—*
 - (i) contributes to the purpose of this Act; and*
 - (ii) is consistent with the GPS on land transport; and*
- (b) have considered—*
 - (i) alternative regional land transport objectives that would contribute to the purpose of this Act; and*

(ii) the feasibility and affordability of those alternative objectives; and

(c) have taken into account any—

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

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

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

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

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

APPENDIX III: ASSESSMENT OF THE RELATIONSHIP WITH POLICE ACTIVITIES

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

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

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

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

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

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

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

Table 10: Police resourcing for land transport activities in Taranaki

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

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

Ongoing liaison, advocacy and coordination with Police

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



APPENDIX IV: 10-YEAR EXPENDITURE FORECASTS

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

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

Org.	AC code	Activity Class (AC) name	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	10 year total 2015-2024
DOC	8	Local road maintenance	0	0	0	11,556	11,556	11,556	11,556	11,556	11,556	11,556	80,892
DOC	12	Local road improvements	0	0	0	0	0	100,000	0	0	0	0	100,000
DOC's total by year			0	0	0	11,556	11,556	111,556	11,556	11,556	11,556	11,556	180,892
NPDC	1	Investment management	0	0	0	505,000	103,000	105,000	107,000	1,100,000	112,000	105,000	2,137,000
NPDC	2	Road safety promotion	0	0	0	0	0	0	400,000	400,000	400,000	400,000	1,600,000
NPDC	3	Walking and cycling improvements	996,817	472,998	770,000	0 ¹⁹	0	0	0	0	0	0	2,239,815
NPDC	8	Local road maintenance	12,941,044	11,978,208	13,817,852	13,404,000	13,800,000	14,184,000	13,222,000	13,513,000	13,980,000	14,308,000	135,148,104
NPDC	12	Local road improvements	1,008,816	2,427,855	3,430,000	2,992,795	3,052,488	2,962,659	6,306,000	3,148,000	3,221,000	2,145,000	30,694,613
		Low cost / low risk improvements	988,873	1,092,026	1,400,000	1,882,795	1,920,488	2,962,659	3,081,000	3,148,000	3,221,000	2,145,000	21,841,841
		Other (projects)	19,943	1,335,829	2,030,000	1,110,000	1,132,000	0	3225000	0	0	0	8,852,772
NPDC's total by year			14,946,677	14,879,061	18,017,852	16,901,795	16,955,488	17,251,659	20,035,000	18,161,000	17,713,000	16,958,000	171,819,532
STDC	2	Road safety promotion ²⁰	205,243	207,747	259,326	655,000	655,000	655,000	650,000	650,000	650,000	650,000	5,237,316
STDC	8	Local road maintenance	18,972,486	12,710,818	14,037,543	13,670,700	13,570,700	13,570,700	12,911,510	13,105,182	13,301,761	13,501,287	139,352,687
STDC	12	Local road improvements	1,849,417	2,430,051	3,133,265	1,932,000	1,898,000	1,849,000	1,200,000	1,200,000	1,250,000	1,250,000	17,991,733
		Low cost / low risk improvements	1,140,230	1,108,026	1,046,546	1,932,000	1,898,000	1,849,000	1,200,000	1,200,000	1,250,000	1,250,000	13,873,802
		Other (projects)	709,187	1,322,025	2,086,719	0	0	0	0	0	0	0	4,117,931
STDC's total by year			21,027,146	15,348,616	17,430,134	16,257,700	16,123,700	16,074,700	14,761,510	14,955,182	15,201,761	15,401,287	162,581,736

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

²⁰ Road Safety Promotion expenditure covers the whole region – with STDC administering the programme on behalf of the three district councils. Further explanation provided in Table 12.

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

Org.	AC code	Activity Class (AC) name	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	10 year total 2015-2024
SDC	8	Local road maintenance	9,244,323	4,494,609	6,103,735	5,611,046	5,615,501	5,620,066	5,557,929	5,669,088	5,782,470	5,898,120	59,596,887
SDC	12	Local road improvements	505,220	535,159	968,135	1,186,302	723,002	815,802	660,358	828,065	2,238,254	1,563,947	10,024,244
		Low cost / low risk improvements	310,182	405,159	882,581	1,186,302	723,002	815,802	660,358	628,065	738,254	763,947	7,113,652
		Other (projects)	195,038	130,000	85,554	0	0	0	0	200000	1500000	800000	2,910,592
SDCs total by year			9,749,543	5,029,768	7,071,870	6,797,348	6,338,503	6,435,868	6,218,287	6,497,153	8,020,724	7,462,067	69,621,131
NZTA	1	Investment management	103,747	0	0	0	0	0	0	0	0	0	103,747
NZTA	3	Walking and cycling improvements	606,647	0	499,557	0	0	0	0	0	0	0	1,106,204
NZTA	9	State highway maintenance	11,145,988	14,039,951	16,399,892	19,274,020	19,135,270	17,479,418	20,291,879	20,991,949	21,716,172	20,656,241	181,130,780
NZTA	13	State highway improvements	13,114,933	4,332,930	4,722,171	82,074,560	75,120,714	62,118,727	950,000	950,000	6,610,000	26,433,000	276,427,035
		Low cost / low risk improvements	584,251	1,227,250	3,702,771	1,761,560	1,801,714	1,832,727	950,000	950,000	950,000	950,000	14,710,273
		Other (projects)	12,530,682	3,105,680	1,019,400	80,313,000	73,319,000	60,286,000	0	0	5,660,000	25,483,000	261,716,762
NZTA's total by year			24,971,315	18,372,881	21,621,620	101,348,580	94,255,984	79,598,145	21,241,879	21,941,949	28,326,172	47,089,241	458,767,766
TRC	1	Investment management	102,232	129,643	188,500	164,881	182,578	185,330	173,736	192,200	195,800	184,400	1,699,300
TRC	4	Public transport	2,615,900	2,759,201	3,418,000	3,315,800	3,284,000	3,346,200	3,671,480	3,721,480	3,771,480	3,821,480	33,725,021
		Existing services / operations	2,381,894	2,533,542	2,606,000	2,833,800	2,884,000	2,946,200	3,561,480	3,611,480	3,661,480	3,711,480	30,731,356
		Low cost / low risk improvements ²¹	234,006	225,659	305,000	331,000	290,000	290,000	0	0	0	0	1,675,665
		Ticketing	0	0	507,000	151,000	110,000	110,000	110,000	110,000	110,000	110,000	1,318,000
TRCs total by year			2,718,132	2,888,844	3,606,500	3,480,681	3,466,578	3,531,530	3,845,216	3,913,680	3,967,280	4,005,880	35,424,321

²¹ Public transport (Low cost / low risk improvements) includes expenditure on related infrastructure, such as bus shelters, by the district councils.

Table 12: Breakdown of expected funding source for the 10-year expenditure forecasts

Org. & Activity Class	Total forecast expenditure 2015/2024 (\$)	Expected funding source (\$) ²²	
		Local (L)	National (N)
1 – Investment management			
NPDC	2,137,000	1,047,130	1,089,870
SDC	0	0	0
STDC	0	0	0
NZTA	103,747	0	103,747
TRC	1,699,300	832,657	866,643
Total	3,940,047	1,897,787	2,060,260
2 – Road safety promotion			
NPDC	1,600,000	784,000	816,000
SDC	0	0	0
STDC ²⁴	5,237,316	2,199,673	3,037,643
TRC	0	0	0
Total	6,837,316	2,983,673	3,853,643
8 – Local road maintenance			
NPDC	135,148,104	66,222,571	68,925,533
SDC	59,596,887	25,626,662	33,970,225
STDC	139,352,687	60,848,129	78,504,558
DOC	80,892	39,638	41,254
Total	334,178,570	152,737,000	181,441,570
9 – State highway maintenance			
NZTA	181,130,780	0	181,130,780
Total	181,130,780		181,130,780

Org. & Activity Class	Total forecast expenditure 2015/2024 (\$)	Expected funding source (\$)	
		Local (L)	National (N)
3 – Walking and cycling improvements			
NPDC	2,239,815	1,097,510	1,142,305
SDC	0	0	0
STDC	0	0	0
NZTA	1,106,204	0	1,106,204
TRC	0	0	0
Total	3,346,019	1,097,510	2,248,509
4 – Public transport ²³			
NPDC	0	0	0
SDC	0	0	0
STDC	0	0	0
TRC ²⁵	33,725,021 ²⁶	16,525,261	17,199,760
Total	33,725,021		17,199,760
12 – Local road improvements			
NPDC	30,694,613	15,040,361	15,654,252
SDC	10,024,244	4,310,425	5,713,819
STDC	17,991,733	7,556,528	10,435,205
DOC	100,000	49,000	51,000
Total	58,810,590	26,956,314	31,854,276
13 – State highway improvements			
NZTA	276,427,035 ²⁷	0	276,427,035
Total	276,427,035	0	276,427,035

²² Local (L) and National (N) figures are indicative only and based on current Financial Assistance Rates.

²³ This figure has been obtained using an estimate at a 51% FAR overall for all Passenger Transport.

²⁴ The three district councils share the costs of the road safety promotion programme between them. However STDC administer the programme on the group's behalf – including claiming for the total regional expenditure then on-invoicing the other councils. Local share from SDC and NPDC is therefore also involved for this activity yet is not separately specified in the Plan, being accounted for within STDC's totals.

²⁵ The supporting infrastructure for public transport services (such as bus shelters) is the responsibility of the district councils, however TRC applies collectively for funding for these activities on their behalf. Local share from the district councils is therefore also involved for public transport infrastructure yet is not separately specified in the Plan.

²⁶ Includes capital expenditure for integrated bus ticketing system which is eligible for Agency funding

²⁷ This figure does not include the up to \$40 million in potential Crown Funds on the two projects chosen as part of the Accelerated Regional Rooding Package – refer to Table 3, Table 8 and Section 5.6.

APPENDIX V: PLAN DEVELOPMENT AND CONSULTATION PROCESS

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

Set out in Figure 7 is a summary of the process for development of the Plan, including consultation.

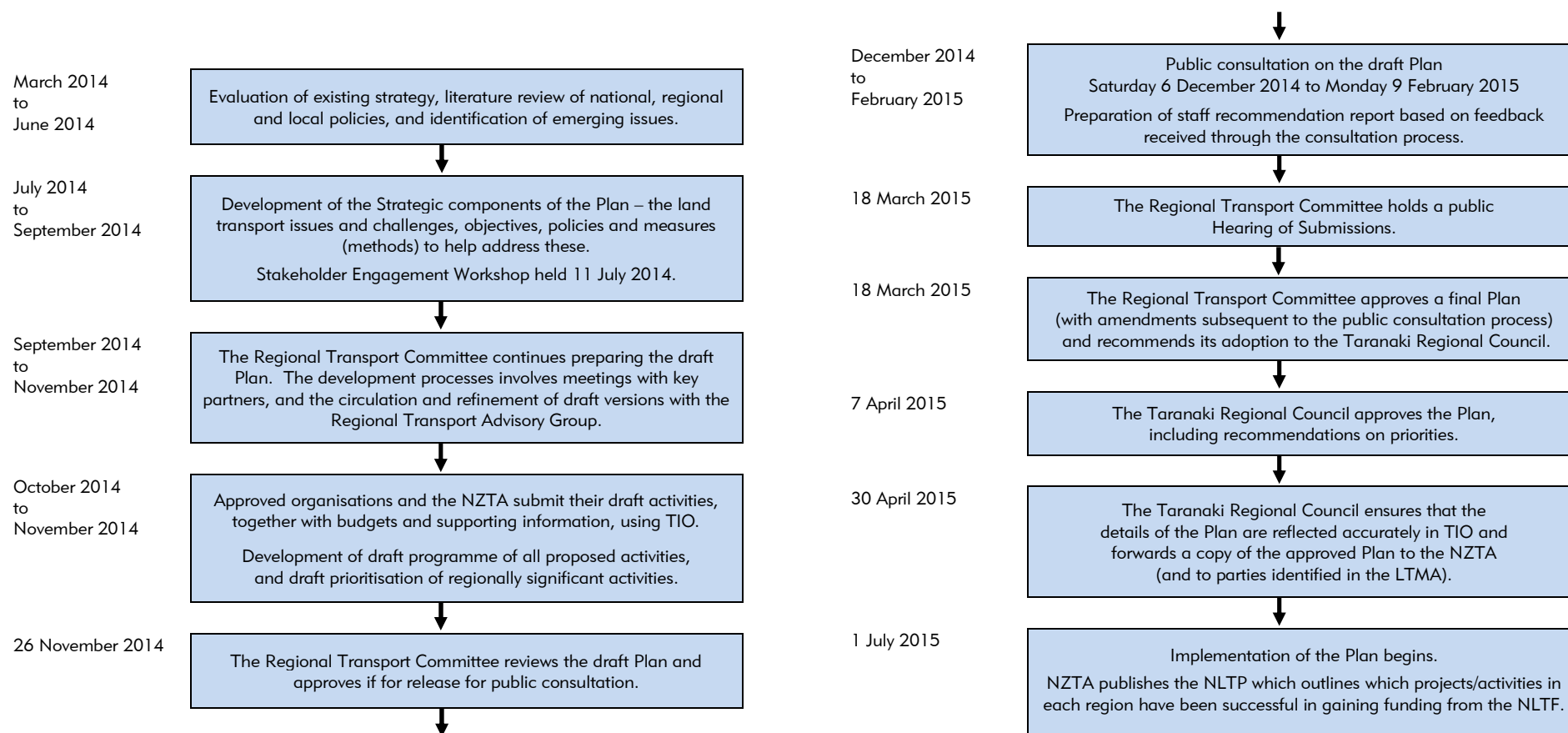
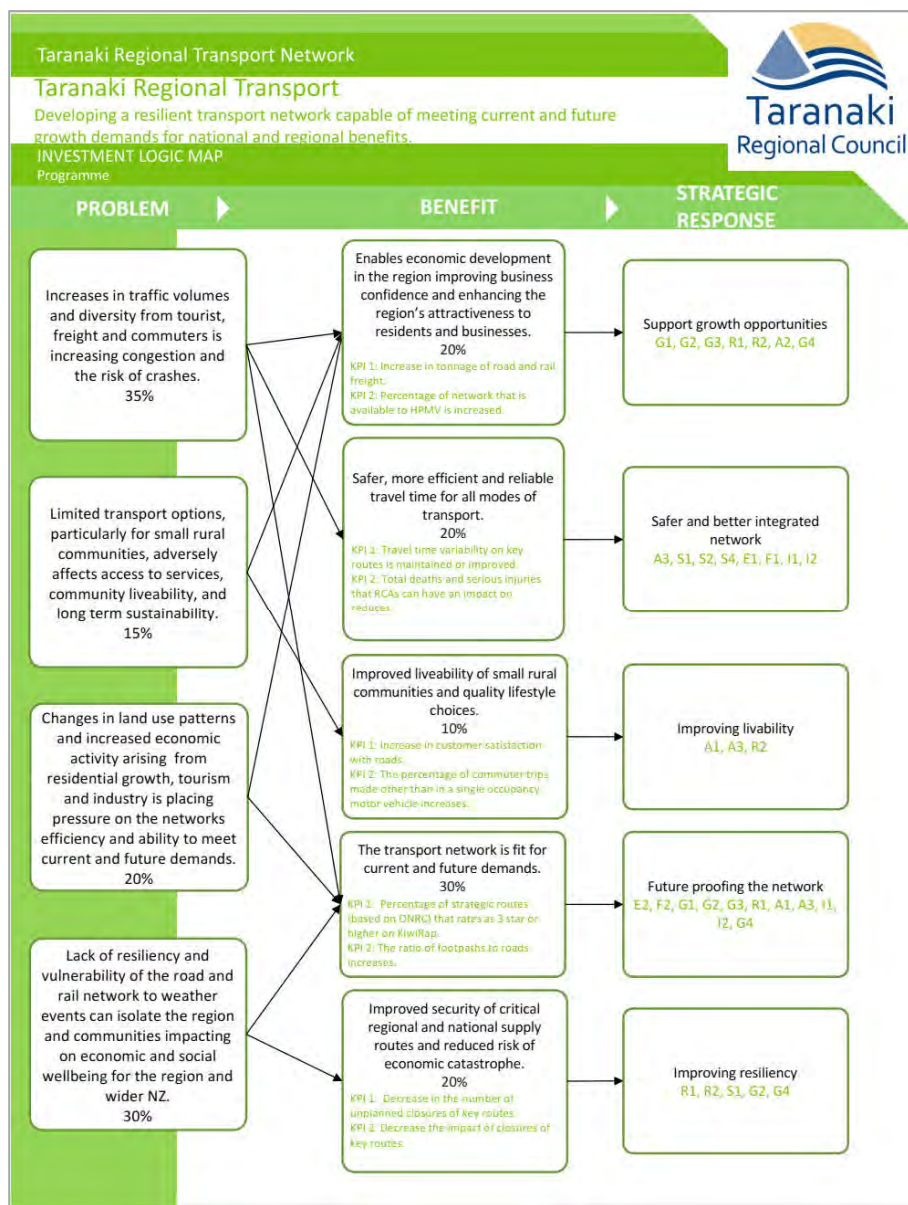


Figure 7: Summary of development and consultation process

The following is an outline of the process followed with regard to preparing the *Draft Regional Land Transport Plan 2015/16 – 2020/21: Mid-term Review for the 2018/19 - 2020/21 period*.

Task	Revised timeline
RTC approves revised Draft Plan for release for consultation.	21 March 2018
Revised Draft Plan sent out for targeted consultation.	26 March 2018
Targeted consultation period ends.	20 April 2018
Review of RLTP in light of: <ul style="list-style-type: none"> - feedback received during consultation - revised GPS and IAF - revised state highway programme (TAIP) - further information known on potential PGF applications - release of Tapuae Roa: Make Way for Taranaki 	April-May 2018
RTAG meeting - initial consideration of submissions and other changes needed.	23 May 2018
RTC holds Hearing of Submissions on draft RLTP: Mid-term Review. RTC approves final RLTP (with amendments from Hearing) to go to the TRC for consideration.	13 June 2018
TRC approves the revised Plan.	26 June 2018
Plan must be submitted to NZTA (via online submission into TIO) where the activities will be nationally moderated for inclusion in the National Land Transport Programme 2015-18.	29 June 2018
Implementation of the Plan begins.	1 July 2018

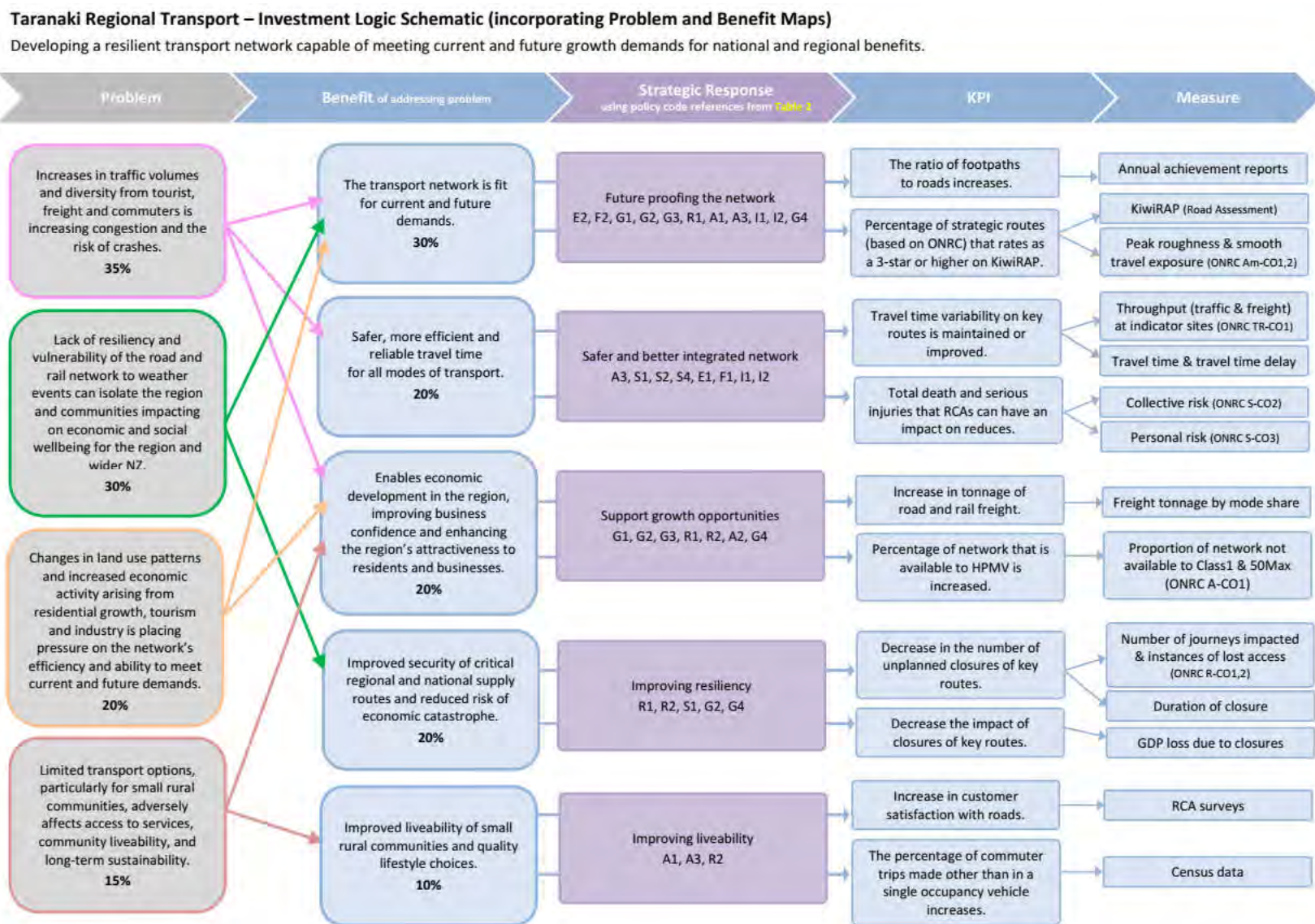
Table 13: Summary of the development process for the Draft Regional Land Transport Plan 2015/16 – 2020/21: Mid-term Review for the 2018/19 - 2020/21 period



APPENDIX VI: INVESTMENT LOGIC DIAGRAM

Figure 8: Investment logic diagram

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



APPENDIX VII: STATE HIGHWAY 43 JOINT STATEMENT

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

State Highway 43 joint statement

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

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

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

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

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

SH43 should be managed to achieve the following objectives:

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

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



Cr David McLeod, Chair
Taranaki Regional Council



Mayor Neil Volzke
Stratford District Council



Mayor Neil Holdom
New Plymouth District Council



Cr Bruce Gordon, Chair
Horizons Regional Council



Mayor Don Cameron
Ruapehu District Council



Mayor Ross Dunlop
South Taranaki District Council

APPENDIX VIII: MAPS OF KEY REGIONAL ROUTES

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

KEY

State Highway

Local road

Regional Boundary

Emerging tourism route

Freight route

RLTP boundary

Special purpose roads

Tracks on Mt Taranaki

Railway (MNPL)

Railway (SOL - tourism)

Forgotten World Highway Cycle Touring Route

Mt Taranaki tramping hut

Port Taranaki

Airport

Mt Damper Falls

Aotuhia Bridge to Somewhere

Bridge to Nowhere

Pukeiti

Hollard Gardens

New Plymouth District

Stratford District

South Taranaki District

