

<b>Request to vary the Regional Land Transport Plan for Taranaki 2021-2027</b>					
<b>Purpose:</b>	To enable the Regional Transport Committee of the Taranaki Regional Council to consider a request for a variation to the <i>Regional Land Transport Plan for Taranaki 2021/22-2026/27</i> (RLTP).				
<b>Requesting organisation:</b>	Waka Kotahi NZ Transport Agency				
<b>Key contact person:</b>	Sarah Downs/Matthew Lepper				
<b>Variation request:</b>	<b>SH3 Waitara to Bell Block Route Improvements (BB to 3/3A) - Property phase</b>				
The addition of a Property purchase phase for the existing RLTP project, which was mistakenly not included in the original RLTP/TIO application.					
<b>Details of variation request</b>					
<b>Project</b>	<b>Phase</b>				<b>Total</b>
Waitara to Bell Block Route Imp.BBto3/3A	Property	\$2,974,027	\$538,319	\$0	\$3,512,346
<b>Location:</b>	SH3 Bell Block to SH3/3A				
<b>Scope and duration:</b>	Property purchase				
<b>Estimated cost/s:</b>	\$3.5M				
<b>Funding source/s:</b>	NLTP (Road to Zero Activity class)				
<b>Contribution to RLTP Objectives &amp; Policies:</b> <i>Refer to Table 13 on p.80 of the <u>Plan</u></i>	This activity is a phase in the Waitara to Bell block safety improvements. It contributes to the improved safety at high-risk intersections and on high-risk roads				
<b>Contribution to ten-year investment priorities:</b> <i>Refer to Section 5 of the <u>Plan</u> including Table 2 (p.46) which is provided over page for ease of reference</i>	Waitara to Bell Block Safety Improvements is a significant activity in the Taranaki RLTP, contributing most directly to the region's improving safety investment priority.				
<b>Impacts on RLTP:</b>	This is committed funding through the NLTP. No impact.				
<b>Relationship to the RLTP's Significance policy on variations:</b> <i>Refer to Section 8.4 on page 64 of the <u>Plan</u></i>	As the activity for the implementation of Waitara to Bell Block I/S improvements is already included in the Taranaki RLTP 21-24 and this has been consulted on, this variation does not impact on the significance policy.				
<b>Process for consideration and approval of variation requests</b>					
The current RLTP for Taranaki was approved in June 2021 and any significant new capital works that need to be included require a variation to the programme of activities component (Section 6) of the RLTP. A project must be included within the RLTP before it can be approved for funding					

from the National Land Transport Fund, which Waka Kotahi (NZTA) distributes through the National Land Transport Programme.

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

### Timeframes for consideration of variation request

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

Consideration by RTAG	24 November 2021 (via email)	<i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i>
Consideration by RTC	1 December 2021	
Consideration by TRC	14 December 2021	
Forward to NZTA	15 December 2021	

### Supporting attachments

None

- For ease of reference the following is reproduced from p.80 of the RLTP -

The region's **ten-year investment priorities for land transport** activities (not in any order of priority) are:

**Table 2:** Taranaki's transport investment priorities for 2021 to 2030

Investment priorities for the Plan	Reference code
Improve safety at high-risk intersections and on high-risk roads.	IP1 (Safety)
Improve resilience and responsiveness of the transport network, with a focus on addressing ageing infrastructure and the impacts of logging traffic on state highways and local roads.	IP2 (Resilience)
Make walking, cycling and public transport a safe and attractive choice for more trips throughout the region.	IP3 (Choices)
Improve multi-modal access to key regional destinations, including the port, airport and hospitals, for people and freight.	IP4 (Access)
Promote sustainable growth that recognises environmental aspirations and supports a less carbon intensive transport network.	IP5 (Decarbonise)