

Request to add additional phases to the following activity in the Regional Land Transport Plan for Taranaki 2015-2021 (RLTP)

Purpose:	To enable the Regional Transport Committee of the Taranaki Regional Council to consider a "change" to the <i>Regional Land Transport Plan for Taranaki 2015-21</i> (RLTP).
Requesting organisation:	New Zealand Transport Agency
Contact person/s:	Simon Barnett, NZ Transport Agency Principal Transport Planner, Simon.Barnett@nzta.govt.nz
Change request:	Changes to phase costs and timing of an activity in the current 2015-21 <i>Regional Land Transport Plan for Taranaki</i> – SH3 Hawera to New Plymouth

Background to update request

The New Zealand Transport Agency (the Agency) is seeking to add additional phases to the Hawera to New Plymouth project. This submission reflects the proposed phasing, cost and timing of those phases.

Currently only the Programme Business Case phase is included in Taranaki 2015-21 Regional Land Transport Plan and the 2015-18 National Land Transport Plan (NLTP).

As the corridor has an unacceptable number of deaths and serious injuries it is identified as a contributor project for safety investment in the National Safer Roads and Roadsides Programme Business Case (NSRR PBC). The intention is therefore to accelerate the delivery of the safety focused responses on this corridor through the business case process, in advance of the Programme Business Case.

The timing of this work will be dependent on funding approvals, however the proposed funding profile for the Taranaki NLTP is provided below;

	Taranaki RLTP proposed funding by Year				
Phase	2017/18	2018/19	2019/20	2020/21	Total
DBC	\$482,000				\$482,000
Pre-Imp		\$400,000			\$400,000
Implementation			\$15,000,000	14,500,000	\$29,500,000

It is recommended the RLTP 2015-21 for Taranaki is updated to reflect the inclusion of the detailed business case and implementation phases as a "minor" variation.

<p>Details of variation request</p> <p>The corridor improvements project is focused around delivering Safety Improvements on SH3 between Hawera and New Plymouth and, on SH3A between Inglewood and the SH3/3A intersection between Airport Drive and Brixton.</p>	
<p>Location:</p>	<p>The State Highway 3 between New Plymouth and Hawera is approximately 70km long and 20 metres wide.</p> <p>The State Highway 3A between Inglewood and SH3/3A intersection between Airport Drive and Brixton is approximately 16km long</p>
<p>Scope and duration:</p>	<p>The Project will cover the investigation, design and construction of a safety focused outcome.</p>
<p>Estimated cost/s:</p>	<p>The estimated cost of the project at this stage is \$15million. This will be qualified once the investigation is completed.</p>
<p>Funding source/s:</p>	<p>The project is being funded within the National Land Transport Fund – 100% from N Funds.</p>
<p>Links to RLTP Policies: <i>Refer to Table 5 on page 48 of Plan</i></p>	<p>As outlined in the RLTP, this activity will contribute most significantly to: improving safety (Policies S1, S3, S4); and route resilience (R1).</p>
<p>Impacts on RLTP:</p>	<p>The proposal does not negatively affect any other projects already in the RLTP. It is accelerating the delivery of the safety focused responses on this corridor.</p>
<p>Relationship to the RLTP's Significance policy on variations: <i>Refer to Section 7.4 on page 59 of Plan</i></p>	<p>The proposed update of the current RLTP does not require a new public consultation process as it is considered a "minor" variation because the Programme Business Case for this activity has been consulted on.</p>
<p>Process for consideration and approval of variation requests</p> <p>The current RLTP for Taranaki was approved in April 2015 and any significant new capital works that need to be included require a variation to the programme of activities component of the RLTP. A project must be included within the RLTP before it can be approved for funding from the National Land Transport Fund which the NZ Transport Agency (NZTA) distributes through the National Land Transport Programme.</p> <p>In accordance with the RLTP variation policy, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement, then to the Taranaki Regional Council (TRC) for final approval. The NZTA is then notified of the variation to the Plan, per section 18D of the <i>Land Transport Management Act 2003</i>.</p>	

Timeframes for consideration of variation request

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

Consideration by RTAG	Monday 13 February 2017	<i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i>
Consideration by RTC	Wednesday 8 March 2017	
Consideration by TRC	Monday 4 April 2017	
Forward to NZTA	Tuesday 5 April 2017	

Supporting attachments

None