

Regional Transport Committee

Wednesday 21 March 2018

11.00am

Taranaki Regional Council, Stratford



Agenda for the meeting of the Regional Transport Committee to be held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 21 March 2018 commencing at 11.00am.

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

Apologies

Notification of Late Items

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Agenda Memorandum

Date 21 March 2018

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



**Subject: Confirmation of Minutes – 29 November
2017**

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

Document: 2022687

Resolve

That the Regional Transport Committee of the Taranaki Regional Council:

1. takes as read and confirms the minutes and resolutions of the Regional Transport Committee meeting of the Taranaki Regional Council held in Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 29 November 2017 at 11.00am
2. notes the recommendations therein were adopted by the Taranaki Regional Council on 12 December 2017.

Matters arising

Appendices

Document #1972987 – Minutes Regional Transport Committee

**Minutes of the Regional Transport Committee
Meeting of the Taranaki Regional Council,
held in the Taranaki Regional Council
Chambers, 47 Cloten Road, Stratford on
Wednesday 29 November 2017 commencing at
11.00am.**



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

Attending	Councillor	M J Cloke	
	Councillor	A Jamieson	(Stratford District Council)
	Messrs	B G Chamberlain	(Chief Executive)
		M J Nield	(Director-Corporate Services)
		G C Severinsen	(Policy and Strategy Manager)
		C B Clarke	(Transport Services Manager)
		P Ledingham	(Communications Officer)
	Mrs	F Ritson	(Policy Analyst)
	Mrs	K van Gameren	(Committee Administrator)
	Messrs	D Langford	(New Plymouth District Council)
S Bowden		(Stratford District Council)	
V Lim		(South Taranaki District Council)	
R I Anson		(NZ Transport Agency)	

Apologies There were no apologies.

**Notification of
Late Items**

Correspondence and information items – inwards letter (28/11/17) New Plymouth District Council Office of the Mayor; update from the NZ Transport Agency re 2018/2021 *Regional Land Transport Programmes* and the *National Land Transport Programme* (23/11/17).

1. Confirmation of Minutes – 6 September 2017

Resolved

THAT the Regional Transport Committee of the Taranaki Regional Council:

1. takes as read and confirms the minutes and recommendations of the Regional Transport Committee meeting of the Taranaki Regional Council, held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 6 September 2017 at 11.00am.

2. notes that recommendations therein were adopted by the Taranaki Regional Council on 18 September 2017.

Williamson/McDonald

Matters arising

There were no matters arising.

2. Minutes of the Taranaki Regional Transport Advisory Group

- 2.1 The minutes of the Taranaki Regional Transport Advisory Group (RTAG) meeting held on 18 October 2017 and 8 November 2017 were received and noted.

Recommended

THAT the Taranaki Regional Council

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

Duynhoven/Volzke

3. Regional Land Transport Plan Annual Monitoring Report for 2016/17

- 3.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum presenting to the Committee the *Regional Land Transport Plan for Taranaki 2015/16 – 2020-21 Annual Monitoring Report for 2016/17*.
- 3.2 Councillor H Duynhoven, New Plymouth District Council, queried the SH3 Waitara to Bell Block safety improvements timing. Mr R I Anson, NZ Transport Agency, advised that once the detailed Business Case is finished in early 2018, an assessment will be made which is likely to bring implementation forward.

Recommended

That the Taranaki Regional Council:

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

Williamson/Dunlop

4. Request to vary the Regional Land Transport Plan for Taranaki 2015/16 – 2020/21

- 4.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum seeking approval of a request to vary the *Regional Land Transport Plan for Taranaki 2015/16 – 2020-21* (Taranaki RLTPlan):

- add a new Single Phase Business Case – Surfacing SH43

This request was noted as being supported by the Regional Transport Advisory Group and is now brought before the Committee for consideration. This request is not significant enough to require going back out for public consultation.

Recommended

That the Taranaki Regional Council:

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

Volzke/Dunlop

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

5.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum:

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

5.2 It was noted to the Committee that the Minister of Transport has signalled an intention to amend the draft *2018-2021 Government Policy Statement (GPS)* on Land Transport Funding to reflect the new Government’s immediate priorities. Changes have been made to 2018/21 Regional Land Transport Plan and National Land Transport Programme development timelines. With RLTPs needing to be consistent with the GPS for the corresponding period, further work is likely to be required once the GPS 2018 is released in early 2018.

5.3 The *Investment Assessment Framework (IAF)* 2018 and the draft *State Highway Investment Proposal (SHIP)* will likewise be reviewed, so many of the inputs into the RLTP are now

uncertain. It was agreed to delay the release of the RLTP for targeted consultation and instead receive a revised draft RLTP at the Committee's March 2018 meeting.

Recommended

That the Taranaki Regional Council:

1. receives the memorandum, Mid-term review of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*
2. notes that some minor background sections of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* are still being updated as part of the review

Williamson/Dunlop

6. New Zealand Transport Agency Regional Report

6.1 Ms P McLean, NZ Transport Agency, spoke to the NZ Transport Agency's Quarterly Report to the Taranaki Regional Transport Committee updating Members on Agency news and activities.

6.2 A number of matters were discussed by the Committee including:

- Sealing SH43
- Surface options SH3 between Smart Road and Vickers Road
- Bell Block to Waitara – community consultation on options to improve road safety and reduce traffic congestion – open days 6 and 7 December to share proposed plans
- improvements to intersections – Airport Drive, De Havilland Drive and SH3/SH3A
- Awakino Gorge to Mount Messenger project – assurance was provided that the Mt Messenger Bypass works are committed and will commence in late 2018. They are not a risk as a consequence of the recent change in Government
- culvert update at Lake Mangamahoe SH3.

Recommended

THAT the Taranaki Regional Council

1. receives and notes the Regional Report from the NZ Transport Agency dated 29 November 2017.

Williamson/Duynhoven

7. Passenger transport operational update for the quarter ending 30 June 2017

7.1 Mr C B Clarke, Transport Services Manager, spoke to the memorandum providing the Committee with an operational report of the public transport services as at 30 September 2017.

7.2 Mr Clarke advised the Committee that extra Saturday bus services will run on New Plymouth's Citylink and Connector buses throughout December 2017. The Connector bus service will provide one return trip on 2, 9, 16 and 23 December. An on-bus survey will be

undertaken during this period to look at demand for a permanent Saturday Connector service to run throughout the year.

Recommended

THAT the Taranaki Regional Council

1. receives and notes the operational report of the public transport services for the quarter ending 30 September 2017

Williamson/McDonald

8. Correspondence and information items

- 8.1 The memorandum, *and tabled items*, updating Members on correspondence and information received since the last Committee meeting was noted.
- 8.2 The late correspondence from the Office of the Mayor, New Plymouth District Council, the NZ Transport Agency is requested to provide further information and feedback to the NPDC on the safety improvements made on the SH45 approach to Oakura and the enforcement of the 50kph speed limited at Urenui village. The NZ Transport Agency agreed to consider the late correspondence and formulate a reply.
- 8.3 It was noted that submissions to the Waikato Regional Council on the resource consent applications for the SH3 Awakino Tunnel Bypass project are due by 11 January 2018. The Committee agreed to send a letter of support for the project.

Recommended

That the Taranaki Regional Council:

1. receives and notes for information purposes the correspondence on the need to upgrade the condition of State Highway 43
2. receives and notes for information purposes the update provided by the Minister of Transport on development of the *Government Policy Statement on Land Transport 2018/19-2027/28*
3. receives the late correspondence from the Office of the Mayor, New Plymouth District Council, relating to roading concerns at Oakura and Urenui, noting that the NZ Transport Agency will report back to the NPDC on the matters raised
4. receives and notes, for information purposes, the update from the NZ Transport Agency's Chief Executive on the 2018/21 Regional Land Transport Programmes and the National Land Transport Programme – Policy Direction and timing.

Duynhoven/McDonald

There being no further business the Committee Chairperson, Councillor C S Williamson, declared the Regional Transport Committee meeting closed at 12.10pm.

Confirmed

Chairperson _____
C S Williamson

Date **21 March 2018**

Agenda Memorandum

Date 21 March 2018



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

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

Approved by: M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

Document: 2019648

Purpose

The purpose of this item is to receive, for information, the minutes of the Taranaki Regional Transport Advisory Group (RTAG) meetings held on 21 February 2018 and 7 March 2018.

Recommendations

That the Taranaki Regional Council:

1. receives for information purposes the minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 21 February 2018
2. receives for information purposes the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 7 March 2018.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Legal considerations

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

Appendices/Attachments

Document 2012290: Minutes of Taranaki RTAG meeting 21 February 2018

Document 2019979: Minutes of Taranaki RTAG meeting 7 March 2018

Taranaki Regional Transport Advisory Group (RTAG) Meeting

MINUTES

Date **Wednesday 21 February 2018 at 10.00am**

Venue **Taranaki Regional Council, 47 Cloten Road, Stratford**

Present

Steve Bowden (SB)	SDC
Paul Murphy (PM)	NZTA
Wayne Wallace (WW)	NZTA
David Perry (DP)	NZTA
Chris Clarke (CC)	TRC
Gray Severinsen (GS)	TRC
Fiona Ritson (FR)	TRC
Rachel Smith (RS)	TRC

Apologies

Carl Whittleston (CW)	NPDC
Vincent Lim (VL)	STDC
Richard Ashman (RA)	NZTA
Barry Dowsett (BD)	NZTA
Shaun Harvey (SH)	NZTA

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <p>Apologies were received as noted above. Also noted that Wayne Keightley is no longer with NZTA and will be removed from meeting invites and other RTAG correspondence.</p>	
2.	<p>Minutes of last meeting held on 8 November 2017</p> <p>The previous minutes of the RTAG meeting held on Wednesday 8 November 2017 were accepted as true and correct.</p> <p>Noted that LACG meetings will be scheduled by RA.</p>	
3.	<p>Updates from NZTA</p> <p>(WW):</p> <p>The 'single RLTP point of contact' proposal of December was not approved by senior management, therefore, as advised by NZTA recently via email, points of contact should be Parekawhia McLean or Ross Y'Anson. PM noted that he often deals with a number of queries and channels them to the most appropriate person and has offered to be the first point of contact for the group.</p> <p>The revised draft GPS should be available for consultation in early March with the consultation period being one month. The new draft IAF is also being developed in the background and should be available shortly after the GPS.</p>	PM

Item	Agenda subject	Action
	<p>It is expected that there will be increases to funding for walking and cycling, safety and public transport. Local roads capital projects are likely to receive a funding boost while funding for SH capital projects (not maintenance) is expected to reduce.</p> <p>Feedback on the SHIP is being considered and the draft is in the process of being finalised. This should be available during the GPS consultation period and available to RTC at the end of April. Unsure of likely changes that could be flagged in the revised RLTP. FR will follow up on any further available information through Ross.</p> <p>Minister Jones will be releasing details of the Regional Economic Development (Provincial Growth) fund in an announcement on Friday 23 February in Gisborne.</p> <p>Regional Improvements activity class – no clarification or updates have been provided. The Government’s priorities are walking/cycling and public transport with a focus on a full range of benefits, not just economic. SDC has already developed a walking and cycling strategy which is ready to present to Council, this means they are well placed to secure funding once the GPS is released.</p> <p>Updates on significant state highway projects (DP):</p> <ul style="list-style-type: none"> • SH3 Waitara to Bell Block – In the end stages of finalising the options before going out for public consultation. • SH3/3A New Plymouth to Hawera – In the early stages of the business case process. • SH43 surfacing – No updates, currently sitting with the Regional Economic Development Strategy team. • SH44 Moturoa Safety Improvements – In the detailed design phase, a preferred option has been chosen, however, there have been some technical pavement design issues. • SH3 AG2MM programme – A large portion of the ‘quick win’ improvements have been completed with some in the South Waikato area still to be finished. A slow vehicle bay in Awakino Gorge and passing lanes near Tongaporutu still to be completed, currently working with landowners around these. The Mt Messenger Bypass public notification meeting organised by Taranaki Chamber of Commerce was well attended. GS advised that at the meeting held in Stratford the indication was that the Mt Messenger bypass project has been delayed. Following discussion within the group this was unable to be confirmed one way or the other. 	FR
4.	<p>Stock Truck Effluent Disposal</p> <p>With ongoing operational issues at the Ahititi disposal site, the Group discussed the opportunity to create a new site on the northern side of Mt Messenger (south of the existing site) in conjunction with the Mt Messenger bypass works. It would likely be a discharge to land facility, with NZTA partially covering construction costs and ongoing maintenance sitting with NPDC. While this matter has been raised with members of the Mt Messenger Bypass team, it needs to gain greater traction in order for this opportunity not to be missed. While the disposal site is outside the scope of the Bypass project itself, synergies exist in terms of construction machinery</p>	FR

Item	Agenda subject	Action
	<p>The group agreed the targeted consultation period should be four weeks and is set to begin on 26 March. The group agreed representatives from the following groups should be included in the targeted consultation: DC's, AA, neighbouring RC's, North Taranaki Cycling Advocates, Police, Iwi, DOC and VTT.</p> <p>FR will need to draft a generic submission which will allow necessary changes to be made to the RLTP following the release of the GPS and SHIP.</p> <p>WW will forward the DC's LTP dates to FR.</p> <p>Review and discussion held by the group on the following activities:</p> <ul style="list-style-type: none"> • 5.6 Committed Activities • 5.1 Business as Usual Activities • 5.3 Regionally Significant Activities (prioritised) • 5.4 Programme for Future Iterations • 5.5 Activities for Future Consideration ('Wish List') including identification of constraining bridges <p>FR will make relevant changes and updates to the draft RLTP as agreed by the group.</p>	<p>FR</p> <p>WW</p> <p>FR</p>
7.	<p>Round table</p> <p>Stratford District Council – SB</p> <ul style="list-style-type: none"> • Red Jacket report received on Whangamomona Road. The cost to upgrade the road (to just above farm track level) has been quoted at \$1.5 million. This project will not be part of the current LTP. SB will approach NZTA regarding co-funding the upgrade, this would require SB to demonstrate that any NZTA investment would provide an economic return, this will be difficult to do. If he is unable to secure funding from NZTA the remaining options are: <ul style="list-style-type: none"> ○ Do nothing. ○ Continue to maintain it to the current level. ○ Road stopping - remove its roading status. This option would likely be faced with opposition from 4x4 users and clubs. Noted that this is a renowned 4x4 track nationally. • No funding has been allocated in the current LTP for walking and cycling. There is a local walking track/trail requiring small amounts to be spent on maintenance. • Low levels of storm damage being addressed. • Prospero Place development is progressing. • Powerco have agreed to fully fund the cost of laying the power lines directly under the middle of the road from Pembroke Road to the Mountain House. <p>NZTA State Highways – DP</p> <ul style="list-style-type: none"> • Reseals have progressed well due to extended periods of good weather. • Whareroa and Becks Helicopter rehabs completed. • Rotokare Road/SH3 intersection upgrade is complete. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Vickers Road to Smart Road asphalt to be laid in March/ April (weather dependent). • Emergency works on the Kent Road culvert – awaiting costings on the two options, one is a bridge and one is a replacement culvert. No timeline at this stage. <p>TRC - Regional Planning (GS and FR)</p> <p>Tapuae Roa – Make Way for Taranaki project:</p> <ul style="list-style-type: none"> • Features the Taranaki Crossing in all four “futures” identified in the strategy. The Taranaki Crossing is ready to be developed with the proper funding. • Four foundations of growth are identified in the strategy with one being accessibility and connectivity. The Blue Water Highway concept is raised as an alternative freight transport route. • Airport Drive/SH3 intersection is mentioned. • Review of SH44 and access to the Port is raised as a short term priority (1-3 years), however, port access has not been mentioned in NPDC’s District Plan. • Upgrade of North Egmont Visitors Centre is also on the short term priority list. • New Plymouth to Hawera rail link features in the medium (5 years) priority list, in particular what would be required to maintain the link. • FR attending TSIG meeting on Friday, where hope to receive further signals from MoT and NZTA on the revised GPS. • FR has provided feedback to GS on the relevant transport aspects in NPDC’s Draft Digital District Plan. GS will combine with other feedback. • Generic submission by SH3WP providing support for the Mt Messenger Bypass has been sent. • FR in the process of sorting SH3WP meetings for the year. <p>TRC - Public Transport (CC)</p> <ul style="list-style-type: none"> • Ticketing project has been delayed further with Taranaki now expected to go live in September 2018. • A number of schools in Taranaki will close early today due to no drinking water following storm damage to a water pipe. CC and Tranzit are organising earlier buses to transport students home and will be monitoring the situation tomorrow. • Patronage for the year is up for both Citylink and Connector services. • Total Mobility is going well. 	
8.	<p>RTC meetings</p> <p>Brief discussion of agenda items for the RTC meeting on 21 March 2018 as follows:</p>	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Minutes – RTAG and RTC • GPS 2018 development item • Road Safety update – presentation from • Request for formal letters from RTC regarding stock truck effluent disposal: <ul style="list-style-type: none"> ○ to NZTA requesting consideration of replacement site in correlation with the Mt Messenger Bypass works ○ to Waikato RC supporting proposed site on SH3 north of Piopio • PT update • NZTA regional report • General correspondence 	
9.	<p>General business</p> <p>STDC and SDC submitted a combined funding bid to EECA for electric vehicle infrastructure. They have been successful in securing funding for four charging stations – 1 in Stratford in the War Memorial Centre carpark and 3 to be located in South Taranaki. Contract with the supplier is being finalised. Timeline for installation to be determined.</p> <p>FR noted Sport Taranaki’s ‘Regional Tracks and Trails’ work that is underway, including meetings held 28 November 2017 and 31 January 2018, to ensure members were all aware of this project and linked into it. Project led by CEO of Sport Taranaki (Howie Tamati) and CEO of WAC (Eric Pyle). WAC has agreed to fund Lincoln University to develop a tracks/trails strategy for the Taranaki region. First step being a stocktake of existing pathways, outcome will be a map of possible tracks/trails and a narrative around these.</p>	
10.	<p>Next meeting</p> <p>Scheduled for Wednesday 7 March.</p> <p>Meeting closed at 12:46pm.</p>	

Acronyms commonly used in RTAG meetings

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

Taranaki Regional Transport Advisory Group (RTAG) Meeting

MINUTES

Date **Wednesday 7 March 2018 at 10.00am**

Venue **Taranaki Regional Council, 47 Cloten Road, Stratford**

Present

Carl Whittleston (CW)	NPDC
Steve Bowden (SB)	SDC
Vincent Lim (VL)	STDC – until 12.00pm
Paul Murphy (PM)	NZTA
Wayne Wallace (WW)	NZTA
Barry Dowsett (BD)	NZTA
Chris Clarke (CC)	TRC
Fiona Ritson (FR)	TRC
Rachel Smith (RS)	TRC

Apologies

David Perry (DP)	NZTA
Richard Ashman (RA)	NZTA
Shaun Harvey (SH)	NZTA
Gray Severinsen (GS)	TRC

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <p>Apologies were received as noted above.</p> <p>Welcome to Barry Dowsett from NZTA based in Hamilton.</p>	
2.	<p>Minutes of last meeting held on 8 November 2017</p> <p>The previous minutes of the RTAG meeting held on Wednesday 21 February 2018 were accepted as true and correct.</p> <p>RIAWS – Rural Intersection Advanced Warning System. BD advised these have been shown to be effective and will feature as part of the Boost programme.</p>	
3.	<p>Request to vary the RLTP 2015-21</p> <p>CW gave details of the request from NPDC to include Level Crossing 2017/18 projects to the current RLTP. Working with KiwiRail meant a different process had to be followed leading to a delay in RTAG receiving this request. CW or David Langford will speak to the request at the next RTC meeting.</p> <p>With FAR rates set to reduce to baseline figures from next financial year the pressure is on to have these projects committed this year while the FAR rate is still 100%.</p> <p>RTAG agreed to support the variation and progress to RTC for approval.</p>	

Item	Agenda subject	Action
4.	<p>Stock Truck Effluent Disposal</p> <p>Short and long term solutions being investigated for the Ahititi site. Data provided by CW to FR shows the facility is well used and needed. At this stage only basic maintenance is being undertaken in order to keep the site operational until further decisions are made. Ongoing operational and maintenance costs will increase for NPDC regardless of what decision is made regarding the site. Only access to a disposal site is funded entirely by NZTA, the rest will be funded at the FAR rate. CW will analyse the available data before providing a recommendation on the best option going forward.</p> <p>FR has emailed Parekawhia McLean and Ross I'Anson (with a copy to Rob Napier) signalling the intention for a formal letter to be sent to NZTA from the RTC requesting consideration be given to developing a new site on the northern side of Mt Messenger in conjunction with the Mt Messenger Bypass project. BD advised that it is important to keep options open should the Bypass project team be unable to undertake this work. He suggested considering alternative options such as requesting works be completed as part of the Safe Roads Alliance or seeking a variation to the NOC.</p> <p>FR will draft a letter seeking the RTC's endorsement for the above development and forward to CW to review.</p> <p>WRC are seeking funding for five new sites with the proposal to have three of these completed in the next financial year.</p> <p>No issues with the Stratford site at the sale yards.</p> <p>No issues with the Waverley site. Approximate cost of maintenance is \$500 per month. Desludging has only been required once so far, and as per arrangements was injected into neighbouring farm. There is also a motorhome disposal site available in Waverley for human waste.</p> <p>A discussion was held around motorhome waste disposal and if the Provincial Growth Fund (PGF) could be used to develop sites where disposal is required. The DC's will report back to FR if a regional approach to funding in this space would be beneficial.</p>	FR
5.	<p>RLTP mid-term review</p> <p>Parekawhia will discuss the PGF at the RTC meeting, including how to go about applying for and accessing these funds. How the RLTP and the PGF work together is yet to be determined, however, anything transport related seeking funding from the PGF needs to at a minimum be put on the 'wish list' in the RLTP.</p> <p>Due to too many unknowns and time constraints, changes to the RLTP (including to the programme tables) will need to be made via submission following the release of the GPS and the SHIP. 'GPS1' will likely be released at the end of March for engagement while 'GPS2' will have more significant changes and is signalled for release in 2019. From the TSIG meeting held last week FR advised liveability and safety have been signalled as priorities in the GPS. Resilience will fall under accessibility. SH maintenance funding is likely to remain the same, while SH improvement works funding will decrease. Spatial planning is likely to be made mandatory for each region in future.</p>	

Item	Agenda subject	Action
	<p>The revised SHIP is expected to be released for a 4-week consultation period at the end of April. It is unlikely any projects will be brought forward or there will be any substantial changes from the draft SHIP unless a project relates to safety.</p> <p>KiwiRail level crossing projects for 2018-21 may need to be added into the RLTP as a line item. FR will follow up with KiwiRail regarding their plans.</p> <p>Key regional routes – BD suggested adding another layer to the map so that one layer shows the routes solely based on the ONRC while another shows what routes will benefit tourism, accessibility etc.</p> <p>BD advised that the LTSV is to be renamed the LTV with version 2 on the horizon, however no timeframe available at this stage.</p> <p>CW raised the issue of the Speed Management Guide, specifically the sections of State Highway where the safe and appropriate speed is lower than the current speed limit. Speed limits on SH's will likely be raised as part of the SH3/SH3A NP to Hawera Safe Roads investigation.</p> <p>CW also noted that while projects are in place covering Vickers Road to City and Waitara to Bell Block there is a missing link in the middle from Bell Block to Fitzroy. A Resource Consent application has been received to develop the old Ravensdown Fertiliser site at the intersection of SH3 and Smart Road so this section of SH will need to be looked at in future.</p> <p>FR reminded Group that Sport Taranaki has received funding from the Walking Access Commission and has engaged Lincoln University to complete a regional tracks and trails study. Members should ensure they are linked into this work if they are not already.</p>	FR
6.	<p>Round table</p> <p>South Taranaki District Council - VL</p> <ul style="list-style-type: none"> • Have hit a delay with bridge 160, Iwi have been consulted as part of the Resource Consent process but this has raised some issues. • Nukumaru Station Road still progressing. • Pavement rehab on track.- • Reseals due to be completed by the end of March, there have been some delays due to chip supply. • Denby Road loop pathway completed. • Hawera to Normanby pathway BC underway. • AMP approved. • LTP progressing. <hr/> <p>Stratford District Council - SB</p> <ul style="list-style-type: none"> • Whangamomona Road – waiting on advice before taking the next step. SB has sent details to PM for feedback, specifically whether NZTA can co-fund the 	

Item	Agenda subject	Action
	<p>upgrade. Once he has heard back then SB will seek direction from councillors on where to from here. The project is not part of the current LTP.</p> <ul style="list-style-type: none"> • Reseals 50% complete, contractors due back at the end of March to complete. • New rehab project about to start. • Bridge maintenance works about to begin. • Plans for resealing the plateau carpark have been sent to DOC and Iwi. The approximate cost of this will be around \$300k. DOC have been positive of the proposal while SB has yet to receive any feedback from Iwi. The project needs to be completed this financial year. • Unlikely to complete resealing on SPR's this financial year so this may lead to a budget surplus. • PM will forward SB a letter sent out previously regarding the SPR FAR rates reducing. • Approximately \$60k worth of storm damage (mostly fallen trees) from the recent ex-cyclone Gita. • A meeting was held on Monday 5 March 2018 with Boon Goldsmith Bhaskar Brebner Team Architects on the Prospero Place development. The aim is to have the architect's team work with developer David Kowalewski who owns a number of buildings on Broadway and has already committed to demolishing three of these as part of his own retail development plans. • Approximately half a dozen Broadway businesses have been identified as having verandas that do not comply with building regulations. Letters have been issued to the owners requesting that this be remedied. • Powerco will start laying the power lines under Pembroke Road in November 2018. • Audit NZ is currently on site reviewing SDC's records. <hr/> <p>New Plymouth District Council - CW</p> <ul style="list-style-type: none"> • Reseals on track, due to be completed by the end of April. • Rehabs underway. • LED streetlight conversion on target. • Cars are still being sold along Coronation Avenue. Cr Harry Duynhoven will raise the issue at the RTC meeting where it is expected that Parekawhia and Ross will have an answer prepared. • ILM process completed for the Coastal Walkway extension to Waitara. • No major roading damage from ex-cyclone Gita, the main issue came in the form of a damaged water pipe forcing large numbers of households to boil water for approximately one week until it was fixed. • Discussions underway to determine function post-revocation of the section of SH3 that will be replaced by the Mt Messenger Bypass. 	<p>PM</p>

Item	Agenda subject	Action
	<p>NZTA - WW</p> <ul style="list-style-type: none"> • A Road Safety Summit is being held on 9 April 2018 in Wellington. Invites were sent out to CEO's/Chairs. FR will forward the invite out to the group and add to the RTC agenda. BD suggested putting together an information pack of key messages for those attending from Taranaki to ensure that their message is clear and consistent – particularly to ensure they are heard given the large number of expected attendees from around the country. <hr/> <p>TRC - FR</p> <ul style="list-style-type: none"> • Still awaiting clarification from NZTA on the most appropriate RLTP contact person/people for SH matters. <hr/> <p>NZTA - BD</p> <ul style="list-style-type: none"> • Mt Messenger Bypass project – 1150 public submissions received, 15 of which were in opposition. • BD will likely pick up the Waitara to Bell Block project as part of inter-regional corridor works. • As far as BD is aware the AG2MM project is still all go, Parekawhia and Ross have been asked to provide an update at the next RTC meeting. 	FR
7.	<p>RTC meetings</p> <p>Brief discussion of agenda items for the RTC meeting on 21 March 2018 as follows:</p> <ul style="list-style-type: none"> • Minutes - RTAG and RTC • GPS 2018 development item • Request from NPDC to vary the RLTP • Road Safety update - this has been deferred until the 13 June 2018 meeting • Request for formal letters from RTC regarding stock truck effluent disposal: <ul style="list-style-type: none"> ○ to NZTA requesting consideration of replacement site in correlation with other SH3 works ○ to Waikato RC supporting proposed site on SH3 north of Piopio • PT update • PGF update • NZTA regional report • NZTA update on significant projects • General correspondence 	
8.	<p>General business</p> <p>Nil</p>	
9.	<p>Next meeting</p> <p>Scheduled for Wednesday 11 April 2018.</p>	

Item	Agenda subject	Action
	Meeting closed 12.35pm.	

Acronyms commonly used in RTAG meetings

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

Agenda Memorandum

Date 21 March 2018



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

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

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

Document: 2017554

Purpose

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

Executive Summary

A request has been received from the New Plymouth District Council to vary the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* (RLTP or the Plan), by adding a new project enabling rail level crossing improvements in the 2017/18 year.

This request has received support from the Regional Transport Advisory Group and is now brought before the Committee for consideration. This request is not significant enough to require going back out for public consultation.

Recommendations

That the Taranaki Regional Council:

1. receives the memorandum, Request to vary the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*
2. agrees to the requested variation to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*, made by the New Plymouth District Council, to add a new project 'Level Crossing 2017/18 Projects – New Plymouth District'
3. adopts this variation to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* and forwards it on to the New Zealand Transport Agency.

Background

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

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

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

Level Crossing 2017/18 Projects – New Plymouth District

The New Plymouth District Council is seeking inclusion of a new project in the current RLTP – ‘Level Crossing 2017/18 Projects - New Plymouth District’.

The request has arisen due to KiwiRail Level Crossing projects not being submitted into the Taranaki RLTP during its development. The details of the activities are provided in the attached request form. While these activities are undertaken by KiwiRail, they must go through the RLTP process in order to access National Funds from the NZ Transport Agency, hence the involvement of the New Plymouth District Council.

Significance of variation request in relation to need for public consultation

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

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

- this change does not affect the integrity or affordability of the RLTP; and
- it is in the urgent interest of public safety.

Support of the Regional Transport Advisory Group

The Regional Transport Advisory Group (RTAG) for Taranaki considered this variation request at its meeting of 7 March 2018. The RTAG supported this request being brought to the Committee for consideration.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Legal considerations

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

Appendices/Attachments

Document 2016028: NPDC request to vary the RLTP2015 to include 2017/18 level crossing projects.

Document 2016490: KiwiRail Local Roads Level Crossing Upgrade Program 2017/18

Document 1603279: Section 7.4 Significance Policy of RLTPlan 2015-21

Request to vary the Regional Land Transport Plan for Taranaki 2015-2021	
Purpose:	To enable the Regional Transport Committee of the Taranaki Regional Council to consider a request for a variation to the <i>Regional Land Transport Plan for Taranaki 2015-21 (RLTP)</i> .
Requesting organisation:	New Plymouth District Council
Contact person/s:	Carl Whittleston
Variation request:	Level Crossing 2017/18 Projects – New Plymouth District
Background to variation request	
<p>These are NZTA Frontloaded Level Crossing 2017/18 projects that were not submitted into the Taranaki RLTP. Bob Alkema from NZTA Head Office can provide more information on this funding allocation if required. These projects are 100% funded by NZTA.</p>	
Details of variation request	
<p>Project 1 – Total cost \$20,000 to undertake an investigation / feasibility study for safety improvement works at the Weymouth St level crossing for pedestrians. Options ranging from an underpass and automatic gates were considered.</p> <p>Project 2 – Total cost \$210,000 to design, construct and trial various pedestrian safety mitigation devices along the Coastal Walkway in New Plymouth. Footpath decals, illuminated LEDs in the footpath and voice message devices are being installed and trialled.</p>	
Location:	New Plymouth Coastal Walkway
Scope and duration:	Details of work are as above. Expected to be completed by end of April 2018.
Estimated cost/s:	Project 1 \$20,000 + Project 2 \$210,000 = \$230,000 total cost
Funding source/s:	N Funds (100% subsidised)
Links to Objectives & Policies of RLTP: <i>Refer to Table 5 on page 48 of the Plan</i>	<p>This variation aims to improve the safety of these railway crossings for pedestrians, preventing death and serious injury. To a lesser extent it will reduce related closures to the railway.</p> <p>This activity will contribute most significantly to the following RLTP policies:</p> <ul style="list-style-type: none"> S3: Support the aims of Roadsafe Taranaki. S4: Support the aims of Safer Journeys G2: Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports. A3: Ensure a range of travel options are available to the region's residents.
Impacts on RLTP:	The proposal does not negatively affect any other projects in the RLTP, nor affect the overall integrity/affordability of the Plan. This

	is additional funding agreed by NZTA for funding pedestrian safety at KiwiRail crossing points.	
<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 change of adding this rail level crossing upgrade project to the RLTP does require a variation process to be undertaken. The variation does not trigger the significance policy in terms of requiring that a new public consultation process is undertaken however, most specifically for being in the urgent interest of public safety.</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 varied Plan, per section 18D of the <i>Land Transport Management Act 2003</i>.</p>		
<p>Timeframes for consideration of variation request</p> <p>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.</p>		
Consideration by RTAG	Wednesday 7 March 2018	<p><i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i></p>
Consideration by RTC	Wednesday 21 March 2018	
Consideration by TRC	Tuesday 10 April 2018	
Forward to NZTA	Wednesday 11 April 2018	
<p>Supporting attachments</p> <p>KiwiRail Local Roads Level Crossing Upgrade Program 2017 18.pdf</p>		

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

Local Roads 2017 18 Upgrade Programme

Level Crossing Safety Work Category	Treatment	Location	Line	Km	17 18 Estimated Design and Install Cost	18 19 Project Risk Assessments	RCA	Likelihood Risk
Mitigate Poor Restart Viewline								
Mitigate Poor Restart Viewline	Install HABs- renew loc	McMillan St	Midland Line	25.49	\$ 130,000		Selwyn District Council	High
Upgrade to HABs and amend train detection warning	Install HABs- renew loc	Inglewood Rd	MSL	598.13	\$ 120,000		Invercargill City Council	High
Mitigate Poor Restart Viewline	Design HABs (carryover)	Rukuhia Rd	NIMT	533.49	\$ 2,000		Waipa District Council	High
Mitigate Poor Restart Viewline	Design HABs	Arundel Belfield	MSL	138.11	\$ 6,000		Timaru District Council	High
					\$ 258,000			
Mitigate User Distraction and Complacency								
Vulnerable User Crossings	Install automatic gates (carryover from FY17)	Nae Nae Level Crossing	WL Metro		\$ 160,000		Hutt City Council (\$60000)	High
Vulnerable User Crossings	Install pedestrian smart studs and another train voice message	Kapiti Road Ped Dn/Down	NIMT	48.38	\$ 25,000		Kapiti Coast District Council (\$25000)	High
Vulnerable User Crossings	Install pedestrian smart studs and another train voice message	Wales Street	MNL	30.46	\$ 40,000		Waimakariri DC	High
Vulnerable User Crossings	Install pedestrian smart studs and another train voice message	Pukerua Bay Pedestrian	NIMT	30.29	\$ 25,000		Porirua City Council (\$25000)	High
Vulnerable User Crossings	Install pedestrian smart studs and another train voice message	Stoney Creek Road Pedestrian Up	PNGL	6.22	\$ 40,000		Palmerston North CC	High
Vehicle crossing users	Install Expect Train Active signs	Wiltons Rd	WL Metro	83.5	\$ 20,000		Masterton DC	High
Vulnerable User Crossings	Upgrade to TCD Manual Part 9 Level Crossings requirements	Havelock Rd	NIMT	557.61	\$ 31,000		Waikato DC	High
					\$ 341,000			
Frontloaded NZTA funded projects								
Vulnerable User Crossings	Installing swing gates and level crossing warning systems	Coastal Walkway New Plymouth CBD area	MNPL		\$ 210,000		New Plymouth DC	High
Vulnerable User Crossings	Install pedestrian mazes	Waitaki Avenue	MSL	251.22	\$ 120,000		Waitaki DC	High
Vulnerable User Crossings	Install Pedestrian Automatic Gates	Tawa St Ped up	WL Metro	31.42	\$ 275,000		Wellington CC	High
Vulnerable User Crossings	Install Pedestrian Automatic Gates	Tawa St Ped down	WL Metro	31.42	\$ 275,000		Wellington CC	High
Vulnerable User Crossings	Install pedestrian mazes	Flemington Rd	MSL	583.23	\$ 55,000		Southland DC	High
Vulnerable User Crossings	Install pedestrian mazes	Kinross St	MNL	318.57	\$ 55,000		Malborough DC	High
Vulnerable User Crossings	Install pedestrian mazes	West Plains Rd	Ohai	4.76	\$ 55,000		Invercargill CC	High
Vulnerable User Crossings	Install pedestrian mazes	St Andrews St	MSL	378.34	\$ 115,000		Dunedin CC	High
Vulnerable User Crossings	Install pedestrian mazes	Johnston St	MNL	63.25	\$ 55,000		Hurunui DC	High
Vulnerable User Crossings	Install pedestrian mazes	High St	MSL	29.72	\$ 115,000		Waimakariri DC	High
Vulnerable User Crossings	Upgrade to TCD Manual Part 9 Level Crossings requirements	Fletcher St	NIMT	576.24	\$ 25,000		Waikato DC	High
Vulnerable User Crossings	Install pedestrian mazes	Urupa Ped (Taupiri Cemetery)	NIMT	567.49	\$ 55,000		Waikato DC	High
Vulnerable User Crossings	Upgrade to TCD Manual Part 9 Level Crossings requirements	Old Taupiri Rd	NIMT	560.06	\$ 25,000		Waikato DC	High
Vulnerable User Crossings	Install pedestrian mazes	Itchen St Pedestrian Crossing	MSL	254.87	\$ 45,000		Waitaki DC	High
Vulnerable User Crossings	Pedestrian underpass investigation and scoping project	Weymouth St pedestrian	MNPL	209.46	\$ 20,000		New Plymouth DC	High
					\$ 1,500,000			
18 19 Risk Assessment Projects								
Poor restart Viewlines - Stop Signs	Install HABs	Alabama Road	MNL	316.62	\$	6,300	Malborough DC	High
Mitigate Poor Restart Viewline	Install HABs- renew loc	McMillan St	Midland Line	25.49	\$	6,300	Selwyn District Council	High
Vulnerable User Crossings	Install automatic gates	Gascoigne St	PNGL	157.88	\$	6,300	Hastings DC	High
Vulnerable User Crossings	Install pedestrian smart studs and another train voice message	Kapiti Road Ped Dn/Down	NIMT	48.38	\$	6,300	Kapiti Coast District Council (\$25000)	High
Vulnerable User Crossings	Install pedestrian smart studs and another train voice message	Wales Street	MNL	30.46	\$	6,300	Waimakariri DC	High
Vulnerable User Crossings	Install pedestrian smart studs and another train voice message	Pukerua Bay Pedestrian	NIMT	30.29	\$	6,300	Porirua City Council (\$25000)	High
Vulnerable User Crossings	Install pedestrian smart studs and another train voice message	Stoney Creek Road Pedestrian Up	PNGL	6.22	\$	6,300	Palmerston North CC	High
					\$	44,100		
					Total Cost 17/18	\$	2,143,100	

7.4 Significance policy in relation to Plan variations

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

General determination of significance in relation to Plan variations

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

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

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

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

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

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

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

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

Consultation procedure to follow

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

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

Agenda Memorandum

Date 21 March 2018



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

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

Approved by: M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

Document: 2020086

Purpose

The purposes of this item are:

- to update the Committee on the mid-term review of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* (the RLTP or the Plan);
- to advise of the delay in release of the *Government Policy Statement (GPS) on Land Transport 2018* and related documents;
- to update the Committee on the Provincial Growth Fund (PGF) and its relationship with the Plan;
- to present a draft version of the Plan for the Committee's consideration, noting that there are a number of aspects of the Plan which are still evolving;
- to seek support of the revised Plan in its current form being circulated for targeted consultation.

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

Executive Summary

The Committee is required to undertake a mid-term review of the current RLTP and submit this to the NZ Transport Agency by the end of June 2018. A full review of the Plan will be undertaken in the last year of the current plan, being 2020/21. This memorandum updates Members on the interim review process, including the issues caused by the delay in the revised GPS.

A draft revised Plan is presented for consideration and feedback. Agreement is sought for the draft to be circulated for targeted consultation, once any changes the Committee wishes to make have been incorporated. It is important to note that the Plan will need to be amended post-consultation, following release of the GPS 2018 and related documents.

Recommendations

That the Taranaki Regional Council:

1. receives the memorandum, Mid-term review of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*
2. agrees to release the revised *Regional Land Transport Plan for Taranaki 2015/16-2020/21* for targeted consultation in its current state, subject to any changes agreed by the Committee
3. notes that a number of changes will need to be made to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* post-consultation once the *Government Policy Statement (GPS) on Land Transport 2018* and related documents have been revised and released.

Background

Members will recall that they received a draft revised Plan at the last meeting on 29 November 2017, with the intent that this would be released for targeted consultation in December 2017. However, at the time of the November meeting, information had just been received (dated 20 November 2017) that the new Government were intending to make significant changes to the documents that guide RLTPs, most specifically to the *Government Policy Statement (GPS) on Land Transport 2018*. A letter from the NZ Transport Agency (dated 23 November 2017) was also tabled at that meeting, advising that the timeframes for development of RLTPs and the *National Land Transport Programme (NLTP)* had been pushed out by two months in response to the Minister's intention to amend the GPS to reflect the new Government's immediate priorities.

The Committee therefore agreed to delay the release of the RLTP for targeted consultation and instead receive a revised draft at the Committee's March 2018 meeting; on the understanding it was likely the Government would release its revised GPS early in 2018 enabling the required adjustments to be made to the Plan prior to this meeting.

Unfortunately, this has not eventuated and timeframes dictate that we must go ahead with consultation on the document as it currently stands. This is done in the knowledge that changes will need to be made to the Plan post-consultation in order to ensure that the RLTP is consistent with the new GPS (draft now due out for consultation in late March); and that the programme component of the Plan is updated to reflect the revised *State Highway Investment Proposal (SHIP)* (draft due out for consultation in late April 2018). There is now no way to avoid this less than ideal situation.

How has the draft Plan changed since the last meeting?

The programme components of the draft RLTP (Sections 5-7) have not changed since the document was brought to the Committee's last meeting. The only sections that have been slightly amended in the intervening time are Section 2 [Setting the Scene – the Taranaki Region], Section 3 [Statutory context] and Section 4 [Strategic direction], simply to bring them as up-to-date with the latest available information as possible.

Signals as to change in investment priorities for land transport

The Minister of Transport's letter in November 2017 outlined seven transport priorities for the new Government, including:

- Giving public transport greater priority in cities and expanding the public transport system to support new housing and interregional commuting
- Increasing the use of rail to enable efficient passenger and freight use
- Supporting regional development
- Increasing support for active modes – walking and cycling
- Delivering health, safety and environmental improvements
- Reducing the environmental impact of transport
- Mode neutrality in freight transport planning.

Since the last meeting, further guiding information has been received, which is attached to this item for Members information.

- 15 February 2018 – Update on GPS 2018 development from Minister Twyford
- 16 February 2018 – Update from the NZ Transport Agency on NLTP processes
- 1 March 2018 – NLTP update including Timelines and QAs on Continuous Programme Bids.

The investment signals of what will be contained in the revised GPS 2018 are:

- While the current general framework will be retained, Activity Class funding ranges are being reprioritised. Specifically, a decrease in the funds available for, and therefore the scale of, State Highway Improvements is expected, with this funding being reprioritised – largely towards alternate modes.
- Strategic investment priorities will be to achieve a land transport system that –
 - **is a safe system, free of death and serious injury** – New Zealand roads, speeds, vehicles and user behaviours are a long way from what is required to achieve our aim of a land transport system that is free of death and serious injury.
 - **improves access to move towards more liveable cities and thriving regions** – the GPS focusses on how transport can enhance the well-being of people and the environment and significantly shift to providing more investment in public transport, walking and cycling
 - **ensures the land transport system enables better environmental outcomes** – committed to reducing carbon emissions from transport by substantially increasing the use of lower emission modes, such as walking and cycling, providing frequent and affordable public transport, and supporting rail and sea freight. Lower emission transport options, like electric vehicles and bio-fuels, encourage efficient network and speed management is also key to this priority area
 - **delivers the best possible value for money** – value for money in transport will deliver the right infrastructure and services to the right level at the best cost. This consideration needs to take into account the full range of benefits and costs over the whole of the life of the investments.
- The addition of guiding ‘themes’ –
 - a mode neutral approach to transport planning and investment decisions
 - incorporating technology and innovation
 - integrating land use and transport planning and delivery.

Other key points gathered from this correspondence and discussions with Ministry of Transport and NZ Transport Agency staff are:

- Engagement on a revised draft GPS 2018 will now not begin until late March 2018, for around a month.
- Change from 'Predict and Provide' philosophy of previous Government, to 'Decide and Direct' – that is, this Government is deciding that they want “liveable cities and thriving regions”, then directing how this will be achieved. This contrasts with the previous Government’s approach of predicting growth and providing for it.
- To assist local government with transitioning towards the outcomes the Government wishes to see, and in recognition of local share issues, there **may** be an increase in some Financial Assistance Rates (FARs).
- The *Investment Assessment Framework (IAF) 2018-21* is likewise being revised to reflect the new GPS and will then be used to assess RLTP activities for inclusion in the *National Land Transport Programme 2018-21*.
- The *State Highway Investment Proposal (SHIP) 2018-21* is also being revised to align with the priorities of the new Government, and is expected to be released for engagement in late April 2018.
- More substantive changes will be involved in a 'GPSII' that is likely to be engaged on in 2018/19. Changes to the *Land Transport Management Act 2003* are also likely.

Alignment of Taranaki RLTP to the new GPS

The RTC must ensure that the RLTP aligns with the new investment priorities of the GPS when it is released. Until then, the signals provided by the Minister of Transport as outlined above are the accepted guidance.

The Strategic Direction of the Taranaki RLTP, as outlined in Section 4 of the Plan, appears to already align well with the priorities of the new Government. Since the former *Regional Land Transport Strategy for Taranaki* was developed in 2010, the region’s preferred strategic direction has remained '**Improved roading, with an increased provision of alternative modes**'.

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

It is the programme of activities and funding sections of the Plan that are more likely to require significant alteration in May-June, once the revised GPS, IAF and SHIP are available, and Council Long Term Plans have been refined.

Targeted consultation

Section 18CA(2) of the *Land Transport Management Act 2003* states, “In carrying out the review, the RTC must have regard to the views of representative groups of land transport users and providers.”

The draft RLTP will therefore be directed to the following organisations for feedback during the targeted consultation period of 26 March to 20 April 2018:

- New Plymouth, Stratford and South Taranaki district councils
- Horizons and Waikato regional councils
- Taranaki’s eight iwi
- Automobile Association, North Taranaki Cycling Advocates, Road Transport Association, NZ Police, Department of Conservation, Venture Taranaki.

Provincial Growth Fund (PGF)

The other area of uncertainty and opportunity that impacts on projects within the RLTP is the Provincial Growth Fund (PGF).

The \$1 billion per annum PGF was officially launched in Gisborne on 23 February 2018 by the Regional Economic Development Minister, Shane Jones. The fund aims to lift productivity potential in the provinces. Its priorities are 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.

An initial tranche of projects worth \$61.7M was announced as part of the launch, focused on forestry initiatives, tourism ventures, rail and road projects. While these focused on ‘surge’ regions, these included \$250,000 for a rail feasibility study in New Plymouth.

Further details about the PGF are attached to this item for the Committee’s information, with more information available at the following links.

- <http://www.mbie.govt.nz/info-services/sectors-industries/regionscities/regional-economic-development>
- http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=12000424

While the details of how the NLTP and PGF will operate together is still in development, it is known that a transport project must be included in a RLTP in order for it to be considered for funding from either the NLTF and/or the PGF.

The official release of *Make Way for Taranaki: Tapuae Roa* on 6 April 2018 may include announcement of some PGF funding for Taranaki. All transport-related projects that have been identified within Tapuae Roa are outlined in the RLTP currently.

Revised RLTP review timeframes

In response to GPS delays, the revised timeframe for completing the review is –

Original timeline		Revised timeline
29 November 2017	RTC approves revised Draft Plan for release for consultation.	21 March 2018
8-15 December 2017	Revised Draft Plan sent out for targeted consultation .	26 March 2018
9 February 2018	Targeted consultation period ends.	20 April 2018

	Review of RLTP in light of: - feedback received during consultation - revised GPS and IAF - revised state highway programme (SHIP) - further information known on potential PGF applications - release of <i>Tapuae Roa: Make Way for Taranaki</i>	April-May 2018
21 February 2018	RTAG meeting - initial consideration of submissions and other changes needed.	16 May 2018
7 March 2018	RTAG meeting - consider final Plan incorporating recommended changes.	30 May 2018
21 March 2018	RTC holds Hearing of Submissions on draft Plan (if required). RTC approves final RLTP (with amendments from Hearing) to go to the TRC for consideration.	13 June 2018
10 April 2018	TRC adopts the revised Plan.	26 June 2018
30 April 2018	Plan must be submitted to NZTA (via online submission into TIO) where the activities will be nationally moderated for inclusion in the <i>National Land Transport Programme 2015-18</i> .	29 June 2018

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Legal considerations

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

Appendices/Attachments

Document 2010078: Update on GPS 2018 development from Minister Twyford 15Feb2018

Document 2020616: Update from the NZ Transport Agency on NLTP processes 16Feb2018

Document 2016608: March 2018 NLTP update including Timelines and QAs on Continuous Programme Bids

Document 2021337: Provincial Growth Fund information to RTC Mar2018

Document 1971266: Draft RLTP 2015-21 as revised by 2017/18 mid-term review – for RTC Mar 2018

Hon Phil Twyford

MP for Te Atatu

Minister of Housing and Urban Development

Minister of Transport



15 FEB 2018

Tena koutou,

As you know, the Government Policy Statement on land transport (GPS) is central to investment decisions across the land transport system. It provides guidance on how over \$3.5 billion of New Zealanders' money is spent through the National Land Transport Fund (NLTF) each year. It also provides signals for spending of a further \$1 billion each year on land transport through local government investment. Through the GPS, the Government ensures that the revenue raised delivers the best possible land transport system (infrastructure and services) to support the needs of New Zealanders and the country's economic growth and productivity.

In November 2017, when I wrote to you, I noted that work was underway to develop a new GPS 2018 and I indicated the new priority areas. We have been very conscious that the GPS is central to your planning, and the impact that investment direction in the GPS may have on your work.

I have asked officials to prepare a draft GPS for my consideration in late February 2018. This will enable engagement to begin in March 2018, for around a month.

This Government's vision for transformation is considerable. Reflecting the scale of that transformation in this GPS was not going to be realistic within the time available. Fully reflecting our vision will be a longer term process that officials need to scope, and this will likely involve engagement with the sector later in the year.

In the meantime, and focussing on GPS 2018, I wanted to share some of the detail of what is likely to be in the engagement draft of this GPS, with the intention that this information will support your planning.

Firstly, we are retaining the current GPS framework – so the structure of the document will look familiar to you. It will continue to have strategic priorities, six objectives, themes, results, reporting, funding levels and activity class information.

Investment priorities will, however, change. From a strategic priority perspective, the GPS proposes investment to achieve a land transport system that:

- *is a safe system, free of death and serious injury* – New Zealand roads, speeds, vehicles and user behaviours are a long way from what is required to achieve our aim of a land transport system that is free of death and serious injury. There needs to be increased efforts across the system to significantly reduce death and serious injury on our roads
- *improves access to move towards more liveable cities and thriving regions* – the GPS focusses on how transport can enhance the well being of people and the environment and significantly shift to providing more investment in public transport, walking and cycling
- *ensures the land transport system enables better environmental outcomes* – we are committed to reducing carbon emissions from transport by substantially increasing the use of lower emission modes, such as walking and cycling,

providing frequent and affordable public transport, and supporting rail and sea freight. Lower emission transport options, like electric vehicles and bio-fuels, encourage efficient network and speed management is also key to this priority area

- *delivers the best possible value for money* - value for money in transport will deliver the right infrastructure and services to the right level at the best cost. This consideration needs to take into account the full range of benefits and costs over the whole of the life of the investments.

The draft GPS will also include themes. The themes include broad issues that support the effective delivery of the strategic priorities and objectives. The themes influence how the results should be delivered to ensure the best transport solutions for New Zealand are achieved. The following themes are likely to be included in the GPS engagement document:

- a mode neutral approach to transport planning and investment decisions
- incorporating technology and innovation into the design and delivery of land transport investment
- integrating land use and transport planning and delivery.

Currently, the funding information, including activity class funding ranges, are under development. I expect the ten activity classes in the current GPS are likely to remain the same. However, I am considering how signals for investment in mass transit can be provided, and a new activity class may be required. Activity class funding ranges are being reprioritised to reflect this Government's priorities for transport and will be included in the draft GPS for engagement.

Following engagement, feedback will be considered and revisions made. In line with the Land Transport Management Act 2003, I intend to consult with the New Zealand Transport Agency Board, before releasing the final GPS before 30 June 2018.

I look forward to hearing your feedback following the release of the draft GPS. I hope these signals help you better understand the direction of GPS 2018 and help inform your planning.

Yours sincerely



Hon Phil Twyford
Minister of Transport

Kathryn Van Gameren

From: Joe Mack on behalf of Basil Chamberlain
Sent: Thursday, 22 February 2018 3:53 PM
To: Fiona Ritson
Subject: FW: An Update from the NZ Transport Agency

Importance: High

Joe Mack

Personal Assistant to CEO and Chair

From: Fergus Gammie [mailto:Fergus.Gammie@nzta.govt.nz]
Sent: Friday, 16 February 2018 2:14 PM
Subject: An Update from the NZ Transport Agency
Importance: High



16 February 2018

Kia ora

Yesterday, the Minister of Transport, Hon. Phil Twyford, wrote to local government providing more information on the Government's investment priorities and an update on the development of the draft GPS 2018.

As the Minister signalled in his letter, his intention is for engagement on the draft GPS to commence in early March for around a month. The Minister further signalled that funding information including activity class funding ranges is currently under development.

The GPS sets out the government's priorities for expenditure from the National Land Transport Fund during the next 10 years. It provides the framework for the Transport Agency to allocate funds between the various activities.

The Transport Agency is committed to working alongside local government to enable you to achieve the outcomes you want for your communities and economies. Providing the feedback on the GPS is a good way to have the interests of your community heard and I encourage you to take that opportunity.

I wanted to take this opportunity to update you on how the Transport Agency will support your organisation to align your regional plans with the new investment priorities in preparation for the 2018-21 National Land Transport Programme (NLTP).

Shortly after the Minister issues the draft GPS for your feedback, the Transport Agency will provide you with the updated Investment Assessment Framework (IAF) which is used to assess and prioritise business cases, plans and projects submitted for funding consideration under the NLTP. We will also be providing you with guidance on how to review your Regional Land Transport Plans (RLTPs) in line with the Government's new priorities so that you achieve the outcomes you have planned for your communities.

We are updating the draft State Highway Investment Programme (SHIP) provided to the sector in August 2017 to align with the Government's new investment priorities. Following the Transport Agency Board's consideration in April, a short document summarising the changes to the SHIP including strategic context and GPS alignment will be provided to the sector. The updated SHIP will enable Regional Transport Committees to revise their draft RLTPs, that you have engaged with your communities on, before submission are due on 30 June 2018.

Continuous programmes

Recommendations will be considered by the Transport Agency Board in April for continuous programmes (these are activities relating to maintenance services, passenger transport services and road safety promotions).

Following this, we'll provide you with an indication of likely funding levels to provide certainty for your Long Term Plans.

Please be aware that these final continuous programme bids may need to be reviewed if there are significant changes proposed to the GPS or in your RLTPs. We'll work with you if this happens to ensure a smooth process for late changes.

Revised timeline

As I mentioned in my letter to you of November 2017, we have extended the timeline for RLTPs and NLTPs to provide additional time for your organisation to reflect the Government's new priorities in your planning. You can see the updated timeline on our website.

For more information on the NLTP process, please contact your local Transport Agency contacts that were provided to you by your Director Regional Relationships recently.

We look forward to continuing to work with your teams over the coming months on finalising your RLTPs and developing the NLTP for the next three years.

Regards

Fergus Gammie
Chief Executive
NZ Transport Agency



New Zealand Government

Find the latest transport news, information, and advice on our website:
www.nzta.govt.nz

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Fiona Ritson

From: NZ Transport Agency <nntp=noreply.nzta.govt.nz@cmail20.com> on behalf of NZ Transport Agency <nntp@noreply.nzta.govt.nz>
Sent: Thursday, 1 March 2018 1:52 PM
To: Fiona Ritson
Subject: March NLTP update

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March NLTP update

1 March 2018

On 15 February, the Minister wrote to the sector providing more information on the Government's investment priorities and an update on the development of the draft Government Policy Statement on land transport (GPS) 2018.

The Minister indicated in his letter that the draft GPS is expected to be released in March. As you consider the draft GPS, we will support you by providing an updated Investment Assessment Framework (IAF) and an updated State Highway Investment Proposal (SHIP) soon after the draft GPS is released. Your local Transport Agency team will also continue to provide the necessary support to help you finalise your Regional Land Transport Plans (RLTPs) before submitting them to us on 30 June.

This month our assessors have been moderating your final bids for continuous programmes funding. Moderation is important as it ensures there is a consistent approach to assessment and prioritisation of all bids across the country. The final moderation session for continuous programmes will take place in early March. Your local assessor will have let you know that an assessment summary of your proposal will be available in Transport Investment Online (TIO) by the end of March/early April.

Indicative allocations of funding for continuous programmes will be considered in late April. An assessor will contact you regarding your funding outcomes.

You've asked for more information about continuous programmes moderation so we have prepared some [FAQs](#) to help explain the process.

The final bids may need to be reviewed if there are significant changes proposed to the GPS or in your RLTPs. We will contact you if this happens to let you know what this may mean for your bids and to ensure a smooth process for any late changes.

We look forward to continuing to work closely with you during the coming months to finalise your RLTPs and long term plans and develop the NLTP to deliver a safer, better connected and easy to use transport system. You can view the [timeline of activity](#) and key milestones that lead to the NLTP's adoption on 31 August 2018.

Kind regards

Jenny Chetwynd
General Manager Strategy, Policy and Planning

We're here to help

For more information on the National Land Transport Programme (NLTP) **contact us online.**

Check out our latest planning and investment news on **www.nzta.govt.nz/planning-and-investment**

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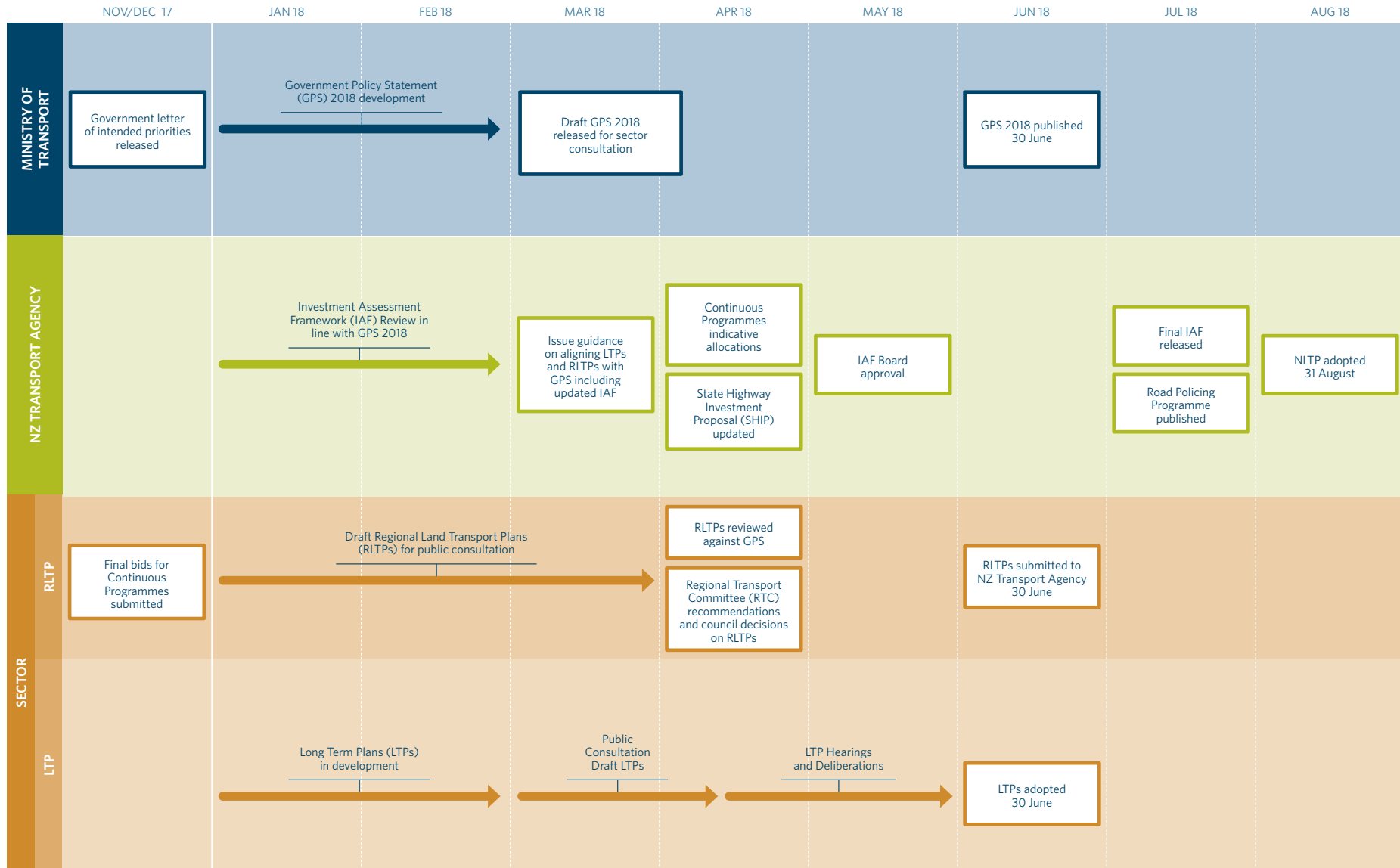
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New Zealand Government

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2018-21 NATIONAL LAND TRANSPORT PROGRAMME KEY DATES (AS AT FEB 2018)



*The current 2015-18 NLTP period has been extended by two months to 31 August 2018 to ensure activities in the current NLTP can continue to be approved.

Continuous programmes proposals moderation process FAQs

1. What is moderation?

Moderation is part of the Transport Agency's step-by-step approach to assessing and prioritising the land transport programmes. These are submitted as proposals (or bids) by approved organisations (AOs) and the Transport Agency for inclusion in the National Land Transport Programme (NLTP). These programmes are made up of both improvement activities and continuous programmes.

2. What are continuous and improvement programmes?

Continuous programmes are core on-going activities relating to road maintenance, public transport services, road safety promotions and the Road Policing Programme. The Transport Agency Board makes indicative and then final investment funding decisions for continuous programmes. For the NLTP 2018–21, the Board meets in late April to make indicative allocations with approved allocations only confirmed when the final NLTP is adopted on 31 August 2018. (See the full timeframe below.)

Improvement programmes are activities that improve the land transport service for customers. This may mean delivering a new service or improving an existing one. Improvements have their own activity classes: state highways, local roads, walking and cycling, public transport and regional improvements.

3. When does the review of final bids and moderation take place?

Expected timeline for continuous programmes moderation for the NLTP 2018–21:

CONTINUOUS PROGRAMME (CP)	WHEN IN 2018	OVERVIEW
All CPs	January	Review of final bids
All CPs	February/March	Moderation of final bids
All CPs	Late March/early April	Assessment summaries in TIO
All CPs – Indicative Allocation Levels NZTA Board decision	Late April	Recommendations approved by the Board
All CPs – Councils notified of Board decision	May	Formally notify councils of indicative allocations
Board adoption of NLTP	31 August	Board approves NLTP
NLTP published	September	NLTP is published – formal notification to councils of final allocations

4. Why does moderation happen?

Moderation brings together Transport Agency staff and other sector representatives from across New Zealand to consider the continuous programmes in an activity class to ensure a balanced and consistent approach to assessment. It's an opportunity for assessors to challenge, ask questions, to understand differences and work through matters that are common to each region such as administration costs relating to a programme and escalation of costs.

In developing the NLTP the Transport Agency must make the best use of funding across all activity classes set out by the GPS.

The 2018–21 GPS is being redrafted by the Ministry to reflect the Government's new transport priorities. When the Minister shares the GPS with local government for feedback, we will provide Councils with guidance on how to align aspects of their regional plans with the new government priorities. Our guidance will include an updated Investment Assessment Framework (IAF) which will be aligned with the redrafted GPS.

5. What is the Investment Assessment Framework (IAF)?

The IAF is used to assess and prioritise business cases, programmes, plans, projects and other activities to be submitted for funding consideration. The IAF can be updated to respond to: the Government Policy Statement on land transport (GPS) reviews, government directives, stakeholder submissions, reviews and updates to the strategic direction in the Transport Agency's Statement of Intent.

6. Who assesses and moderates submitted bids and how?

Transport Agency assessors consider how much the proposed investments might deliver the outcomes specified in the GPS (Results Alignment). They also consider value for money, meaning the benefits of the proposed solution compared to its cost (Cost-Benefit Appraisal). This assessment is based on the information that is available in a business case.

In the early stages of assessment before moderation, assessors focus on the quality of the information which supports the bids for continuous programmes. They identify any gaps that need to be addressed, and provide feedback to the programme owner, to ensure there is robust evidence for the formal investment assessment and allocation steps which follow.

Once final bids are submitted, an investment assessment working group reviews the assessment profiles and prioritises activities. The group ranks the bids according to the IAF and takes regional and Crown funding into account. Moderation also identifies potential conditions of funding, for example resolving outstanding issues from previous audits, which will be recommended to the Board when they consider each proposal.

7. Are there any other assessment criteria?

Continuous programmes are also assessed against the gaps in levels of service they address, particularly road maintenance which will be assessed against the One Network Road Classification (ONRC) criteria. The ONRC divides roads into six categories based on how busy the road is and how it connects to other routes. Through this, Road Controlling Authorities and the Transport Agency compare the state of roads across the country and direct investment where it is needed most.

8. Who is in the working group?

The group is made up of Transport Agency staff and representatives from external groups such as the Ministry of Transport, Transport Special Interest Group and the Road Efficiency Group.

9. How are activities prioritised?

The Transport Agency is guided by the IAF when prioritising each programme and considers a number of factors in the proposal which may include the activity type, the justification behind the proposal, how a programme might address the ONRC, as well as cost and effect. The group then recommends funding allocations to the Transport Agency Board for final approval.

10. How are final decisions reached?

The Transport Agency needs to weigh up and prioritise competing activities and programmes of activities from the funding for each activity class as outlined in the GPS. All work leading up to and at moderation informs these decisions.

For continuous programmes we provide advice on the NLTP investment funding allocation in two stages:

- Indicative allocations – advice is provided for long-term plans several months before the adoption of the NLTP.
- Approved allocation is confirmed and advised to each AO when the NLTP is adopted.

11. How and when are programme owners notified of the final decision?

Our assessors have been providing feedback on bids throughout the process to give AOs an early indication of the quality of proposals before the Transport Agency Board meets in late April. This feedback includes summaries of assessments following moderation which will be entered into TIO late March/early April. At the meeting, the Board will approve indicative allocations of funding for continuous programmes. Following the meeting, we'll notify AOs with indicative allocations. Assessors will advise programme owners of any unexpected funding outcomes.

Final investment funding decisions are only confirmed when the final NLTP is adopted on 31 August 2018 and we'll notify AOs of final allocations at that stage.

12. Can AOs add to continuous programme bids following indicative allocation decisions/ can final bids be changed?

AOs can provide updated information about their continuous programmes to the Transport Agency following the indicative allocations to inform final Board decisions.

Final bids may also need to be reviewed by AOs – for example, if there were changes proposed to the GPS or RLTPs which were significantly different to the Transport Agency's prior assumptions. If this happens, the Transport Agency will contact AOs to give further advice.

Find out more

You can find further information in these documents or [contact us online](#).

- [Investment Assessment Framework decision making](#)
- [Investment Decision Making – Assessment of the Business Case](#)
- [2018–21 NLTP timeline](#)

Provincial Growth Fund

Priorities

The Provincial Growth Fund will lift productivity potential in the provinces. Its priorities are 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.

Investment tiers

The Fund has three investment tiers which will deliver these priorities:



Regional projects and capability

Supporting initiatives for economic development, feasibility studies and capability building.



Sector investment (including the One Billion Trees programme)

Investing in initiatives targeted at priority and/or high value economic opportunities.



Enabling infrastructure projects

Investing in regional infrastructure projects that will lift productivity and grow jobs.

Oversight

The Fund will be overseen by a core group of Regional Economic Development Ministers. The group will monitor the Fund's performance and discuss regional opportunities.

To support the Fund's implementation two new groups will be established – a Regional Economic Development Unit in the Ministry of Business, Innovation and Employment, and an Independent Advisory Panel. The Unit will be responsible for

leading the Fund's design, its administration and monitoring its operation in consultation with other government agencies.

The Panel will provide independent advice on sector projects and the balance of the portfolio of investments.

The type of project and scale of investment will determine how funding is approved – whether senior government officials or Ministers.

Criteria for all tiers

Projects will be assessed against criteria organised around four themes:

- Link to Fund and government outcomes – The project should lift the productivity potential of a region or regions, and contribute to other Fund objectives. This includes jobs, community benefits, and improved use of Māori assets, sustainability of natural assets, and mitigating and adapting to climate change.
- Additionality – The project needs to add value by building on what is there already and not duplicating existing efforts. The project also needs to generate clear public benefit.
- Connected to regional stakeholders and frameworks – Projects should fit in with agreed regional priorities and need to be discussed with relevant local stakeholders.
- Governance, risk management and project execution – Projects will need to be supported by good project processes and those involved should have the capacity and capability to deliver the project. Projects need to be sustainable in the longer term beyond the Fund's life.

Surge regions

All provinces are eligible for funding (outside the three main cities). However, these regions have been identified as needing early investment:



How to apply

Projects will be assessed to ensure investment fits with their scale and risk profile. The overall package of investments will be tracked to ensure strategic fit. Individual projects need to support and build on one another.

There are no application rounds for the Fund. Go to www.mbie.govt.nz for more information or email PGF@mbie.govt.nz for details on how to apply and what the criteria will be for your application.



Regional economic development

The provinces are a key driver of New Zealand's economy and a priority for MBIE. We work to identify potential growth opportunities in the provinces to help increase jobs, income and investments.

Provincial Growth Fund



Through the Provincial Growth Fund, central government has committed to investing \$1 billion per annum over three years in regional economic development.

The Provincial Growth Fund aims to lift productivity potential in the provinces. Its priorities are 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.

All provinces are eligible for funding, however, Tairāwhiti/East Coast, Hawke's Bay, Tai Tokerau/Northland, Bay of Plenty, West Coast and Manawatū-Whanganui have been identified for early investment.

The Fund's structure

The Fund has three investment tiers which will deliver these priorities:

1. **Regional projects and capability:** Support of economic development projects, feasibility studies and capability building identified by the regions.
2. **Sector investment (including One Billion Trees programme):** Investment in initiatives targeted at priority and/or high value economic opportunities.
3. **Enabling infrastructure projects:** Investment in regional infrastructure projects that will lift productivity and grow jobs.

Oversight

The Fund will be overseen by a core group of Regional Economic Development Ministers. The Minister's group will monitor the Fund's performance and discuss regional opportunities.

To support the Fund's implementation two new groups will be established – a Regional Economic Development Unit in the Ministry of Business, Innovation and Employment, and an Independent Advisory Panel.

- The Unit will be responsible for leading the Fund's design, its administration and monitoring its operation in consultation with other government agencies.
- The Panel will provide independent advice on sector projects and the balance of the portfolio of investments.

The type of project and scale of investment will determine how funding is approved and who makes those decisions.

The Fund's criteria

Projects will be assessed against criteria organised around four themes:

- Link to Fund and government outcomes – The project should lift the productivity potential of a region or regions, and contribute to other objectives. These include jobs, community benefits, improved use of Māori assets, sustainability of natural assets, and mitigating and adapting to climate change.
- Additionality – The project needs to add value by building on what is there already and not duplicating existing efforts. The project also needs to generate clear public benefit.
- Connected to regional stakeholders and frameworks – Projects must align with regional priorities. They will need to have been discussed and agreed with relevant local stakeholders.
- Governance, risk management and project execution – Projects will need to be supported by good project processes and those involved should have the capacity and

capability to deliver the project. Projects need to be sustainable in the longer term beyond the Fund's life.

How to apply

Projects will be assessed to ensure that any investment fits with their scale and risk profile. The overall package of investments will be tracked to ensure strategic fit. Individual projects need to support and build on one another.

There are no application rounds for the Fund. If you have not previously discussed your project with central government officials, you can complete an [Expression of Interest \[PDF 39KB\]](#), which explains what you are proposing to do. If you have a fairly well developed idea that requires under \$1 million of central government funding, you may be ready to complete an [application form \[PDF 488KB\]](#). Completed Expressions of Interest and applications can be emailed to PGF@mbie.govt.nz. If the project requires over \$1 million of central government funding, please contact us at PGF@mbie.govt.nz to discuss the application process.

Further information

- [One Billion Trees Programme](#)
- [Provincial Growth Fund - Expression of interest form \[DOCX 39KB\]](#)
- [Provincial Growth Fund - Application form \[DOCX 48KB\]](#)
- [Provincial growth fund \[PDF 425KB\]](#)
- [Provincial growth fund A3: December 2017 \[PDF 78KB\]](#)
- [Cabinet paper: December 2017 \[PDF 247KB\]](#)
- [Cabinet paper: February 2018 \[PDF 394KB\]](#)

Senior Regional Officials

Senior public servants from various agencies lead government work in each area.

Region	Senior Regional Official
Northland	Ben Dalton, Ministry for Primary Industries
Bay of Plenty	Paul Stocks, Ministry of Business, Innovation and Employment

<u>Waikato</u>	TBC
<u>Gisborne</u>	Ruth Bound, Ministry of Social Development
<u>Hawke's Bay</u>	Carl Crafar, Ministry of Justice
<u>Taranaki</u>	Al Morrison, State Services Commission
<u>Manawatū-Whanganui</u>	Di Grennell, Te Puni Kōkiri
Te Tau Ihu (Top of South)	TBC
<u>Canterbury</u>	Helen Wyn, Department of Internal Affairs
<u>West Coast</u>	Bruce Parkes, Department of Conservation
<u>Southland</u>	Penny Nelson, Ministry for the Environment

Last updated: 23 February 2018
Find this helpful? Give us your feedback

Provincial Growth Fund Q & A

Enabling Infrastructure tier questions:

1. **How do I apply for funding for my transport project?**

You need to contact MBIE via their website at www.mbie.govt.nz or email PGF@mbie.govt.nz

2. **How have the rail and road projects been chosen?**

The projects that were announced on 23 February were chosen as they were well advanced and investment-ready, and aligned strongly with the PGF's goals and criteria. They give a flavour of the types of road and rail investments that the PGF is well-placed to support.

3. **Can my region access both NLTF and PGF funding?**

Yes. All provinces are eligible for funding (outside the three main cities), however 'surge' regions (these are regions which have been identified as needing early investment) will be given priority. The surge regions include: Tai Tokerau / Northland, Toi Moana / Bay of Plenty, Tairāwhiti / East Coast, Hawkes Bay, Manawatu / Whanganui and Tai Poutini / West Coast. **Whether a project is funded through the NLTF and/or the PGF – and any local share requirements – will be determined based on criteria that are being developed. [see questions 4 – 6 below for more information.]**

A transport project needs to be included in a Regional Land Transport Plan (RLTP) in order for it to be considered for funding from either the NLTF and/or the PGF.

4. **What are the criteria for the PGF to top up local share?**

We acknowledge that some local authorities face significant challenges in meeting the local share required for transport projects. **The intent is that the PGF can be used to provide a funding source to assist local authorities that are facing significant challenges in meeting local share requirements. Principles and criteria for providing this assistance will be developed and released in the coming weeks.**

5. **What are the criteria for the PGF to fund transport projects that fall outside the NLTP?**

These projects will need to have robust business cases and be fully costed, including outlining the whole-of-life costs. Projects that don't fit within the NLTP will need to meet the Government's criteria and objectives for the PGF, which are focused on the extent to which the project will contribute to a region's economic development and productivity potential, and have benefits including:

- job creation and sustainable economic development
- social inclusion and participation
- Māori development
- climate change and environmental sustainability
- resilience.

NZTA, MOT and where appropriate, the PGF's Independent Advisory Panel, will be called on to provide advice on proposals.

6. **What are the criteria for bringing forward projects?**

The PGF is about creating a step change in the regions that leads to increased productivity potential. **The Government wants to bring forward projects that have been identified for future investment to ensure that regions can unlock opportunities to improve their productivity potential.** We will look to identify projects on the basis of their alignment with the objectives of the Fund, the extent to which the project unlocks productivity potential, the extent of local support and the strength of the supporting business cases. In the coming weeks, detailed principles and criteria will be developed and released that will be used to identify and prioritise such projects.

7. A transport project in my region has been turned down for NLTF funding, can I apply for PGF?

Yes. Where projects are not prioritised for NLTF investment, these will be assessed against the PGF criteria, to test alignment with regions' and the Government's priorities for regional economic development. NZTA, MoT and the PGF's Independent Advisory Panel will provide advice on how these projects contribute to the objectives of the PGF and support GPS objectives. More information about the detailed criteria that will be used for this assessment will become available soon.

8. Does my region apply for NLTF first or PGF?

For land transport projects, the projects need to be included in Regional Land Transport Plans (RLTPs) and considered for inclusion in the National Land Transport Programme (NLTP) in the first instance. Any projects which still have a funding gap after NLTP consideration would then be assessed for full or partial funding against the criteria for the Provincial Growth Fund.

9. My regional transport plan is currently being consulted on, or has been finalised. Are we still able to seek PGF support?

Once your regional land transport plan (RLTP) has been submitted, the programme will be assessed for inclusion in the NLTP. **RLTPs can be varied at any time to include new emerging land transport projects which may also be seeking PGF funding.**

10. How do I link into my regional transport committee?

All local councils and the Transport Agency have representation on a Regional Transport Committee. You can contact your local council for contact details for land transport and the RTC.

11. When is the GPS being released?

The Minister of Transport will release a draft GPS 2018 for public engagement in March. The final GPS 2018 will be released by July 2018.

12. Does a project have to be in the RLTP to be considered?

Yes, as per the Land Transport Management Act 2003 (S16 2c) a regional land transport plan must include all regional 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.

13. Can rail be funded through the PGF?

Yes. We are interested in investing in rail where projects will deliver economic, social and environmental benefits for communities. The Government is focused on building

a transport system that reduces congestion, improves safety, reduces carbon emissions and enables regional economic development.

14. Will the PGF support tourism and freight projects?

Yes, as outlined in the initial announcements, we anticipate that the PGF will be able to support a wide variety of projects across different industries.

A number of large scale industry projects may have transport requirements (e.g. a large new commercial venture which requires new roading to be built). In these cases, the Independent Advisory Panel will consider the project as a total package, and where necessary, will draw from advice from agencies such as the NZTA.

15. Will the PGF support resilience projects?

Proposals to improve infrastructure will be eligible for funding under the Enabling Infrastructure project tier of the Fund. These projects will need to demonstrate how they will lift the region's productivity potential.

16. Can cycling and walking be funded through the PGF?

Projects that are able to demonstrate that they meet the criteria of the PGF will be eligible for funding.

17. Why is the government spending money on catch up maintenance?

To ensure we have a modern and agile transport system we need invest in new developments and ensure that existing infrastructure is fit-for-purpose. To overcome the legacy of delayed maintenance we have committed to undertake the work necessary to ensure that we have a rail network that is resilient and enables regional economic development.

18. Will business cases be required?

Yes **all land transport projects, regardless of the funding source, require the NZTA business case approach to be applied.** This is a fit for purpose process which ensures effective proposals are developed by identifying the problem or opportunity, and then developing options and selecting the preferred option.

19. Can I link with other regions on cross regional transport projects?

Yes some projects may cover infrastructure or services located in more than one region. All cross regional transport projects will require inclusion in all relevant RLTPs, as is the case with existing projects. Early engagement with all relevant councils and RTCs is recommended.

20. How will my project be assessed?

All transport projects will be subject to assessment by the New Zealand Transport Agency (NZTA), as is current practice. This is intended to ensure that integrated regional transport planning continues to take place, and that transport projects are subject to consistent assessment.

Where projects are not prioritised for NLTF investment, these will be assessed against the PGF criteria to test alignment with regions' and the Government's priorities for regional economic development. NZTA, MoT and where appropriate, the PGF's Independent Advisory Panel, will provide advice to Ministers on how these projects contribute to the objectives of the PGF and support GPS objectives.

21. Who do I talk to if I have more questions?

To find out more about the criteria and other information, please contact MBIE via their website: www.mbie.govt.nz or email PGF@mbie.govt.nz

Agenda Memorandum

Date 21 March 2018



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

Subject: NZ Transport Agency Report

Approved by: MJ Nield, Director – Corporate Services

BG Chamberlain, Chief Executive

Document: 2019660

Purpose

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

Recommendation

That the Taranaki Regional Council:

1. receives and notes the Regional Report from the NZ Transport Agency dated 21 March 2018.

Background

Attached to this memorandum is the Quarterly Report from the NZ Transport Agency to the Taranaki Regional Transport committee, dated 21 March 2018.

Parekawhia McLean (Director Regional Relationships, Central North Island) will speak to this agenda item, supported by other NZ Transport Agency staff as appropriate.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Legal considerations

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

Appendices/Attachments

Document 2019314: NZTA Regional Report to RTC - March 2018

Transport Agency Quarterly Report to Taranaki Regional Transport Committee

21 March 2018

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1. NATIONAL LAND TRANSPORT PROGRAMME

On 15 February 2018, the Minister of Transport wrote to local government to provide more information on the Government's investment priorities for land transport. The letter also outlined the plan for engagement with local government on the draft Government Policy Statement (GPS). Engagement is expected to begin in March, for approximately a month.

Over the next few months, we will be processing bids for improvement work programmes. It's important your business cases and assessments are developed to align with the new draft 2018- 21 GPS and the Investment Assessment Framework (IAF). We are continuing to moderate final bids for continuous programmes.

The current 2015- 18 National Land Transport Programme (NLTP) has been extended to 31 August 2018, so activities can continue to be approved and we will keep you up to date with any specific instructions in due course.

When the draft GPS is released, we'll give you more information on improvements and guide you on how to adapt your Long Term Plan and Regional Land Transport Plans (RLTP) – aiming to have all RLTPs reviewed and submitted by 30 June 2018.

2. PROVINCIAL GROWTH FUND

Prime Minister Jacinda Ardern and Regional Economic Development Minister Shane Jones announced the \$1 Billion per annum Provincial Growth Fund (PGF) on 23 February 2018.

The PGF will focus on growing regional economies, improving social outcomes and environmental sustainability. The PGF will invest in enabling infrastructure projects that will lift productivity and grow jobs.

The Minister has announced PGF funding for two transport projects: the upgrade of an intersection on State Highway 10 at Waipapa in the Bay of Islands, to improve safety and traffic efficiency; and a range of roading/ pedestrian improvements to redevelop Gisborne's Inner Harbour, part of a wider regional tourism investment programme.

The Minister also announced the development of an Upper North Island Supply Chain Strategy that will comprise a logistics and freight review, including the long- term future of ports in the Upper North Island and investment in rail, roads and other supporting infrastructure.

The details of how the PGF and National Land Transport Programme will work together to invest in transport will be clarified in the coming months as the Government Policy Statement is finalised and the PGF criteria confirmed.

More information about the PGF can be found on the Ministry of Business, Innovation and Employment website <http://www.mbie.govt.nz/info-services/sectors-industries/regions-cities/regional-economic-development>

3. BETTER PARTNERSHIP WITH COUNCILS

The *Local Government and the Transport Agency – working together* booklet has recently been released to assist councils to get the most out of their partnership with the Transport Agency.

Council leaders have been sent a link from Parekawhia McLean which will take them to a private webpage with details of key contacts relevant to their local area. Providing the contacts as an online link means the Transport Agency will be able to regularly review and update these details. Please ensure you save this link as it is unique to your council and not available online.

4. SPEED CAMPAIGN LAUNCH

A new speed advertising campaign has been launched to tackle speeding drivers – particularly competent males between the ages of 35 and 60- years- old. These drivers make up a large portion of people who are regularly driving too fast for the conditions. They pose a risk to themselves and others.

The campaign reminds them police enforce speed limits to help reduce harm on our roads. This is opposed to the views ‘enforcement is about tickets and fines’ or ‘they need to focus on the bad drivers who cause the crashes’.

5. NEW CYCLING EDUCATION SYSTEM

The Transport Agency has partnered with Accident Compensation Corporation (ACC) and local government to develop a consistent national cycling education system to support improved cycle safety, health, education and sport.

The new system helps build rider confidence and knowledge, from learning to ride a bike through to on- road riding.

The transition phase of the project is now underway, and there is a planned investment of \$24 million over the next four years.

6. BOOST FOR ROAD SAFETY

Work has started this month on the Government's new \$22.5 million programme of low- cost safety improvements to make sections of 30 regional state highways safer.

Roads in Northland, Taranaki, Manawatu- Wanganui, Canterbury, Otago and Southland are being upgraded with rumble strips and better signs. Safety barriers are also being installed on some roads.

While traffic volumes are lower on these roads, the risks for people travelling on them are real and many deaths and serious injuries can be avoided by making some relatively simple, but effective, improvements.

People living in areas where improvements are planned have been sent fliers advising them of the work which started in mid- February 2018.

7. HOW WE CAN REDUCE THE ROAD TOLL

Every death on our roads is a tragedy and the Transport Agency is committed, along with the Government and other agencies, to bringing the road toll down.

The reasons behind road toll trends are complex and subject to ongoing research. We do, however, understand the main risk factors and interventions that are proven to reduce them. These include infrastructure improvements, speed management, safer vehicles and reducing risky behaviour (alcohol and drugs, failure to wear seatbelts).

Unfortunately there are no silver bullets or quick fixes. Achieving long- term further reductions in deaths and serious injuries requires significant and sustained investment on many fronts to achieve the Safer Journeys vision of a safe road system increasingly free of death and serious injury.

Many road safety initiatives under the Safer Journeys Action Plan 2016- 2020 are still in the planning stages or are underway but have yet to achieve their full benefits. These include actions to address unsafe speeds, high risk rural roads and motorcycle safety and increase the uptake of safer vehicles and new safety technologies.

8. TARANAKI HIGHWAY PROJECTS

Area Wide Pavement Treatment and Resurfacing Programme

- The reseal programme has been confirmed, all pre- seal repairs are completed and the summer reseal programme is underway.

Awakino Gorge to Mount Messenger

- Work is progressing on the three projects that make up the State Highway 3 [Awakino Gorge to Mt Messenger Programme](#).
- The Resource Management Act application for the Mt Messenger Bypass was notified by New Plymouth District Council and Taranaki Regional Council in January 2018, submissions closed on 27 February 2018.
- There were approximately 1,150 submissions, with 15 in opposition. Hearing dates have been confirmed for May 2018.
- In parallel, Safe Roads are continuing to work on design activities and property acquisition, with a view to start construction in late 2018.

- Development of the Awakino tunnel bypass is ongoing, following approval of the Detailed Business Case and ongoing discussions with the preferred tenderer for the Design and Construct contract.
- Delivery of Stage Two of the safety and resilience improvements (notably passing lanes) along State Highway 3 is ongoing.

Boys High

- The site was originally scheduled as a thin asphalt resurfacing site, however we are reviewing the requirements of the site and may change the design to a structural asphalt section. Due to the redesign the work may need to be deferred until the 2019 construction season.

Courtney Street (SH45)

- Asphaltting work on Courtney Street is imminent. This work will be undertaken at night as this is predominantly a commercial zone.

Dawson Street (SH44)

- This section has exhibited premature failure and will need to be programmed for the 2019 construction season.
- Downer will be undertaking remedial repairs to mitigate the effect of vibration and roughness to customers in the vicinity.

Forgotten Highway (SH43)

- We have looked into options for sealing the unsealed section of State Highway 43 in the past. Relatively low traffic volumes did not make the seal extension project viable at that point. However being mindful of the signals around regional economic development, the focus on tourism, as well as the strong signals in Tapuae Roa: Make Way Taranaki for having this section sealed, we will be advancing improvement works as quickly as possible.

- A Strategic Business Case has been completed for this work and is being reviewed by the Strategy Policy and Planning team. Once reviewed, a single phase business case will be put forward for funding.

Mangamahoe Culvert

- The work already undertaken includes a temporary fix to lengthen the culvert, as well as road works to provide two traffic lanes, to ensure two-way traffic can be maintained while we work to replace the culvert.
- We're currently working through options for a resilient and permanent replacement of the culvert and will provide details on the replacement and timeframes in due course.

Minor Improvements Programme 2017/2018

Highlights this quarter include:

- SH44 Pedestrian Links to City Walkway (Elliot to Liardet Street) – Pedestrian surveys have narrowed down the crossing location and type. Affected stakeholders will be contacted once the location and design is confirmed.
- SH45 Oakura Western End Pedestrian Facility – Potential layout of a facility will be discussed with the New Plymouth District Council (NPDC) and other stakeholders once layout designs are completed.
- SH3 Dudley Road – Final design progressing. Physical works could begin next year as part of 2018- 19 Minor Safety Programme or the Safe Roads: Hawera to New Plymouth project.
- SH45 Belt Road to Belair Ave Cycling and Walking Improvements - Design completed and working closely with NPDC to complete the work.

Additionally, two crash reduction studies in the region are underway to identify and programme works on State H3 Maxwell to Hawera and SH3 Waitara to the bottom of the Mt Messenger realignment. Issues identified will be remedied in subsequent minor improvement programmes. It is likely any 'quick wins' identified will be remedied this financial year if funding allows.

Moturoa Safety Improvements (SH44)

- The Transport Agency is working closely with the New Plymouth District Council and key stakeholders.
- A preferred option has been selected and will be consulted on shortly.
- The preferred option is for a half-roundabout at the intersection and the pedestrian crossing being signalised.
- The number of improvements and cost has increased during the process so delivery may take longer than one year, with the improvements that have the biggest impact being completed first.

New Plymouth to Hawera

- Safety evidence gathering is largely complete but further work is required around efficiency and community amenity.
- Workshop One was held on 12 February 2018. The workshop provided excellent insight into stakeholders' experiences along the route.
- Public engagement is planned for April 2018. Following this, the Safe Roads team will complete the long list of options and begin preparing the shortlist of options ready for Workshop Two programmed for late May 2018.

Normanby Bridge Realignment (Memorial Park Opening)

- On 13 January 2018 the final stage of the State Highway 3 Normanby Bridge Realignment project was officially opened.
- The Memorial Park design came to life after the project team's close consultation with local iwi and Araukuuku Hapu.
- Completion of Memorial Park provides a good recreational area for Normanby residents.
- The whole project has improved the old state highway with a new three lane safe road alignment, a new railway bridge as well as a recreational area, drainage and signage throughout the route.



Reinstatement works following June 2015 Severe Weather Event

- Reinstatement works on State Highway 43 sites continue to be progressed. Two sites are approaching completion in March 2018 and the remaining two sites are due for completion in April 2018.
- Sites completed in 2017 have now had their second coat seal and have been returned to the regular maintenance routine.
- Strathmore Saddle Sites 1 and 2 – earthworks are complete and road preparation is underway, sealing is expected to be completed by mid- March 2018.
- Site 9A, Roto Road - nearly complete, just awaiting road marking
- Site 11, Te Maire Underslip - consents have been granted and physical work underway with an expected completion date of April 2018.
- Site 10, West Otunui Underslip – with council for consent. Contractor currently pricing to ensure works can begin as soon as consent is granted.
- Manawapou on SH3 has developed some minor cracking issues within the pavement due to settlement of the site. Remedial sealing work has been programmed to repair this.

Resealing Programme

- This year's programme (including rework) is on schedule and will be completed by the end of March 2018 weather permitting.

Vickers to Smart

- The final section of State Highway 3 at the northern end of New Plymouth is due to be resurfaced in April 2018. This section from Smart Road through to Vickers Road entails resurfacing all four lanes, using asphaltic concrete, including the intersection at Smart Road.
- This section had previously been deferred until the Vickers to City capital scheme had been completed.
- The work is expected to take approximately three weeks to complete and will be predominantly undertaken at night to minimise delays.

Waitara to Bell Block

The original intention was to deliver a Detailed Business Case for the whole corridor however; as the project has progressed components within each section have raised challenges meaning a staged delivery is now likely as well as a revised project timeline.

Waitara to SH3/3A section:

- We continue to refine the options in consideration of the stakeholder and community feedback received.
- The Detailed Business Case will be completed in July 2018.
- Target dates for completion have been extended to the first half of 2019.

Bell Block to SH3/3A intersection

- As a result of the growing pressures around Airport Drive, De Havilland Drive and the SH3/3A intersection we have focused our attention here and are working towards a solution that integrates with the needs of New Plymouth District Council (NPDC), the Airport, local businesses and the community.
- Roundabout options at SH3/3A intersection and SH3/Airport Drive and De Havilland Drive have been discussed in detail with neighbours and we are on target to deliver this component by mid- 2018, if we can bring this date forward we will.
- With respect to the section of State Highway 3 closer to Henwood intersection, the strategic traffic model has indicated we need to consider the wider network, including Smart Road, before a long term solution can be promoted. We are working with NPDC and intend to report back to you at the next Regional Transport Committee meeting.

Agenda Memorandum

Date 21 March 2018



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

**Subject: Stock truck effluent disposal sites
update**

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

Document: 2017553

Purpose

The purpose of this item is to update the Committee on the in-transit stock truck effluent disposal sites north of New Plymouth, and to seek support from the Committee in advocating for new sites to be built.

Executive Summary

The stock truck effluent disposal site operated by New Plymouth District Council (NPDC) at Ahititi is facing operational difficulties, partly due to overloading. This item outlines the background to the site and potential opportunity to build a replacement site presented by the construction works being undertaken in this area in the near future – particularly through the State Highway 3 (SH3) Awakino Gorge to Mt Messenger (AG2MM) Programme.

Support has been reiterated for Waikato Regional Transport Committee prioritising the building of a site north of Piopio on SH3 that would complement the north Taranaki site and help alleviate the issues being compounded by high usage. Support is sought from the Committee to advocate for the NZ Transport Agency to consider the opportunities created by the impending construction phases of the AG2MM works to encompass the possibility of building a new disposal site – likely a replacement site on the northern side of Mt Messenger (south of the existing site at Ahititi which is no longer fit for purpose).

Recommendations

That the Taranaki Regional Council:

1. receives the memorandum, Stock truck effluent disposal sites update
2. agrees to the need for a replacement site in the Mt Messenger vicinity being referred to the NZ Transport Agency for consideration within their SH3 Awakino Gorge to Mt Messenger Programme of works
3. notes the letter sent to the Waikato Regional Transport Committee reiterating support for the prioritising of a stock truck effluent disposal site being constructed on SH3 near Piopio.

Background

The Committee may recall that there are three in-transit disposal sites for stock truck effluent currently in operation in Taranaki: a site on SH3 near Waverley (operated by South Taranaki District Council); a site just off SH43 at the Stratford Saleyards (operated by Stratford District Council); and a site on SH3 at Ahititi on the northern side of Mt Messenger (operated by NPDC).

While the Waverley and Stratford sites are operating well at present, the Ahititi site has been experiencing operational issues for some time, in part due to higher use than it was designed for (when built in 2004).

Ahititi disposal site

Short and long-term solutions are being investigated by NPDC for the SH3 Ahititi site, which is a three-pond treatment and discharge to water facility. Recent usage data shows that the facility is well used and needed. However, the current site is very constrained in terms of options for upgrading, so at this stage only basic maintenance is being undertaken in order to keep the site operational until further decisions are made.

The Regional Transport Advisory Group (RTAG) have discussed this matter at recent meetings, particularly the potential to create a replacement site on the northern side of Mt Messenger (south of the existing site) in conjunction with other works being undertaken in this area through the AG2MM programme. While this matter has been specifically raised with members of the Mt Messenger Bypass team, both at State Highway 3 Working Party meetings and on other occasions, it needs to gain greater traction in order for this opportunity not to be missed.

While the creation of a disposal site is outside the scope of the AG2MM Programme itself, synergies exist in terms of construction machinery being onsite in this remote area, and the nature of works being undertaken. For example, land acquisition undertaken may be suitable for effluent disposal to land, or sediment ponds created during the construction works may be suitable for conversion to effluent treatment ponds. The RTAG agreed at their meeting of 21 February 2018 to elevate this matter to the Committee, requesting they send a formal letter to the NZ Transport Agency for considering this opportunity. If construction of a new disposal site is unable to be incorporated into the Mt Messenger Bypass works, then it should be considered as part of the Safe Roads Alliance (SH3 Corridor Improvements projects), or could be actioned through a variation to the Network Outcomes Contract (maintenance contract) for the corridor.

There is no expectation that the costs of building a replacement disposal site would be covered within these other improvement works, simply that opportunities exist for the works to be considered in parallel and integrated into the overall work programme, thereby reducing costs for both parties. Only access to a disposal site is funded entirely by the NZ Transport Agency, the rest will be funded at NPDC's Financial Assistance Rate.

Proposed disposal site north of Piopio

The issues with the Ahititi site are exacerbated by there being no corresponding disposal site in Waikato on SH3. The original intention was that there would be a nationwide network of sites that complemented each other, though this has been slow to be realised outside of Taranaki. The Ahititi and Waverley sites were installed on the understanding that additional sites would be developed in neighbouring regions (to reduce the pressure on these sites from

transport operators travelling between regions), however this has been slow to happen. It is acknowledged that there can be significant difficulties in identifying appropriate locations for these disposal sites due to landowner, safety, effluent disposal and funding issues.

In recent years, Waikato Regional Council have been actively working to get sites established throughout their region, as guided by the *Waikato Regional Stock Truck Effluent Strategy* and associated detailed business case (the latter having recently been approved by the NZ Transport Agency). They are currently investigating five new sites throughout the region, with the proposal being to install three of these in 2018. A proposed 'disposal to tank' facility near 8-Mile Junction (on SH3 north of Piopio) is one of the contenders for development in the 2018 year.

Consequently correspondence (attached for Members information) has been sent to the Waikato Regional Transport Committee offering strong support for their efforts to establish more disposal sites, and specific support/request to prioritise the establishment of the proposed site north of Piopio with urgency.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Legal considerations

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

Appendices/Attachments

Document 2022709: Stock truck effluent disposal sites in Waikato



15 March 2018
Document: 2022709

Mr Hugh Vercoe
Chair Regional Transport Committee
Waikato Regional Council
Via email to Hugh.Vercoe@waikatoregion.govt.nz

Dear Hugh

Stock truck effluent disposal sites in Waikato

We wish to congratulate Waikato on its active efforts in recent years to establish a network of stock truck effluent disposal sites throughout your region, as guided by the *Waikato Regional Stock Truck Effluent Strategy*. We strongly support your efforts to establish more disposal sites, with these contributing to the long-standing intent of a nationwide network of sites that complement each other.

We understand that five potential new sites throughout the Waikato are currently being investigated, with the proposal being to install three of these in 2018, which is encouraging progress. We further understand that a proposed 'disposal to tank' facility near 8-Mile Junction, currently scoped as being on SH3 north of Piopio, is one of the contenders for development in the 2018 year, which is great news.

We wish to take the opportunity to note our specific support for prioritising the building of a disposal site on the northern side of our strategic inter-regional corridor, SH3. For our part, Taranaki has had a site in place at Ahititi just north of Mt Messenger since 2004. Unfortunately, that site is facing ongoing operational issues (for which short and long-term options are under investigation), which are exacerbated by there being no corresponding disposal site in Waikato on SH3. The sites on SH3 at Ahititi (north Taranaki) and Waverley (south Taranaki) were installed on the understanding that additional sites would be developed in neighbouring regions (to reduce the pressure on these sites from transport operators travelling between regions), however this has been slow to happen. We acknowledge that there can be significant difficulties in identifying appropriate locations for these disposal sites due to landowner, safety, effluent disposal and funding issues.

We reiterate our support for all the efforts being undertaken to establish more disposal sites throughout the Waikato Region, and strongly support prioritising the building of a site north of our border (currently scoped as north of Piopio on SH3), which would complement the north Taranaki site and help alleviate over-loading pressures.

We're hopeful that such a site would be a strong contender for being funded this year.

Yours faithfully



Cr Craig Williamson
Chair Taranaki Regional Transport Committee

Cc: Vaughan Payne, Chief Executive, Waikato Regional Council,
via Vaughn.Payne@waikatoregion.govt.nz

Bill McMaster, Acting Manager, Integration and Infrastructure, Science and Strategy,
Waikato Regional Council, via Bill.McMaster@waikatoregion.govt.nz

Agenda Memorandum

Date 21 March 2018



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

**Subject: Passenger transport operational update
for the quarter ending 31 December 2017**

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

Document: 2021612

Purpose

The purpose of this memorandum is to provide members with an operational report of the public transport services as at 31 December 2017.

Recommendation

That the Taranaki Regional Council:

1. receives and notes the operational report of the public transport services for the quarter ending 31 December 2017.

Background

The Council is responsible for promoting an integrated, safe, responsive and sustainable land transport system within the region. This involves a range of activities, including provision of public transport services and the Total Mobility Scheme.

Citylink (New Plymouth, Bell Block, Waitara and Oakura) bus service

Patronage for the quarter was 121,980, an increase of 2.5% from the 118,976 recorded in the same period in 2016/2017. Compared to 2016/2017 patronage gains were recorded in Access 12%, Tertiary 9% and Seniors/SuperGold 8%. Transfers were up 38% due to the creation of the central transfer point at the Waitara War Memorial Hall to manage students using the North Taranaki school services from Lepperton, Tikorangi and Urenui. Patronage was down in the WITT (10%), Child/Student (3%) and Beneficiary (3%) categories. There was no change in Adult patronage.

Figure 1 shows the total monthly patronage recorded during the second quarter for the two previous financial years and 2017/2018.

Figure 1: Citylink patronage comparison second quarter 2015/2016, 2016/2017 and 2017/2018

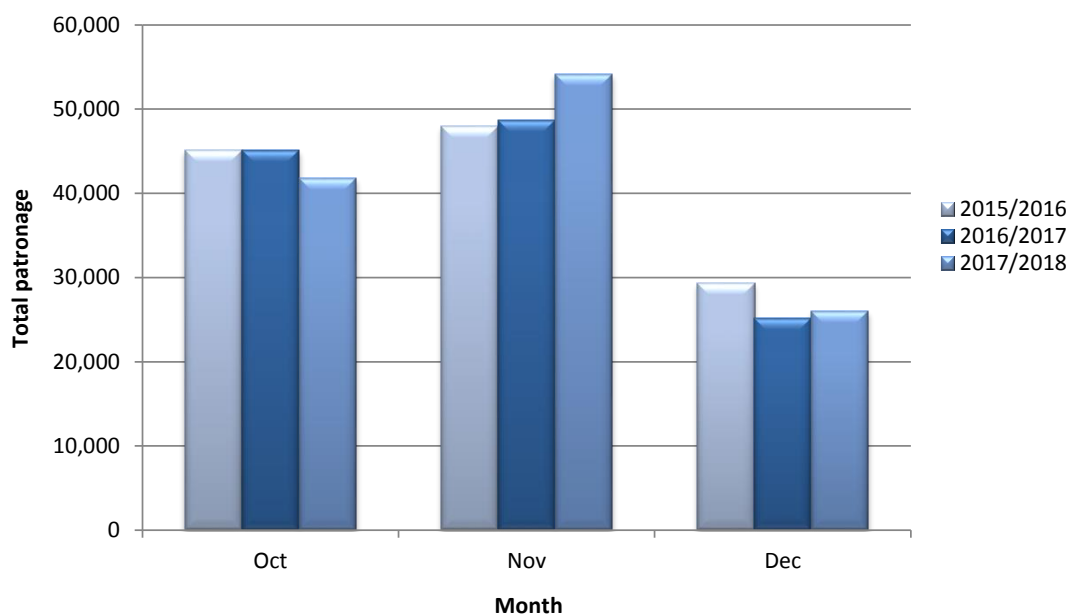


Table 1 shows the year to date trips per capita.

Table 1: Citylink 2017/2018 YTD trips per capita

Period	Passenger trips	Trips per capita YTD
2017/2018	288,524	5.0
2016/2017	270,139	4.7

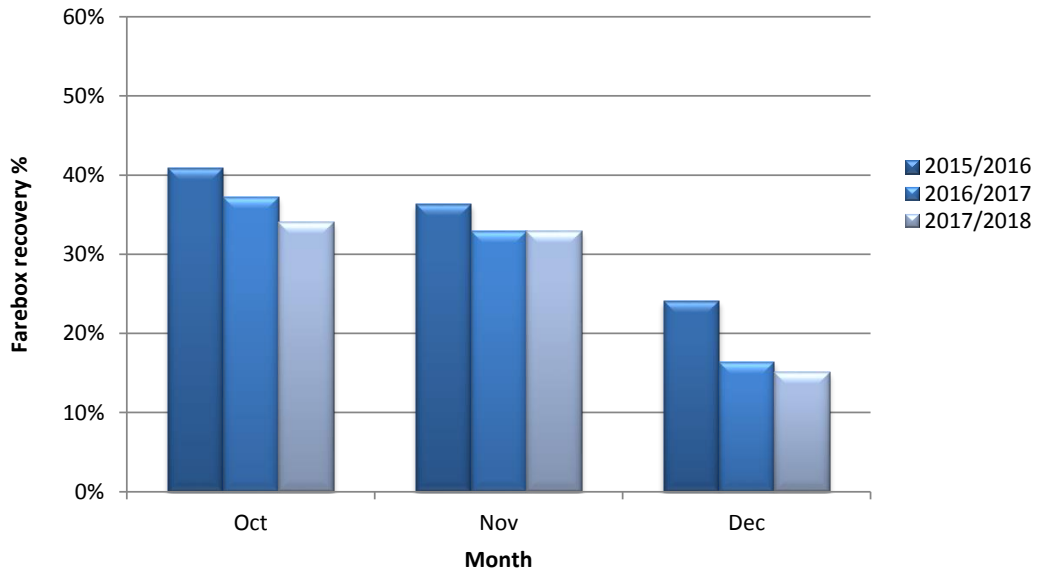
Analysis of the increase in patronage between the second quarter of 2016/2017 and 2017/2018 has found the following:

- patronage increased from Waitara 24.8% and Bell Block 14.5% and decreased from Oakura (10.4%) and New Plymouth (1.9%).
- off-peak patronage was up 16% while peak patronage was down (2%).

Farebox recovery for the quarter was 30% compared to 32% achieved in the same quarter 2016/2017.

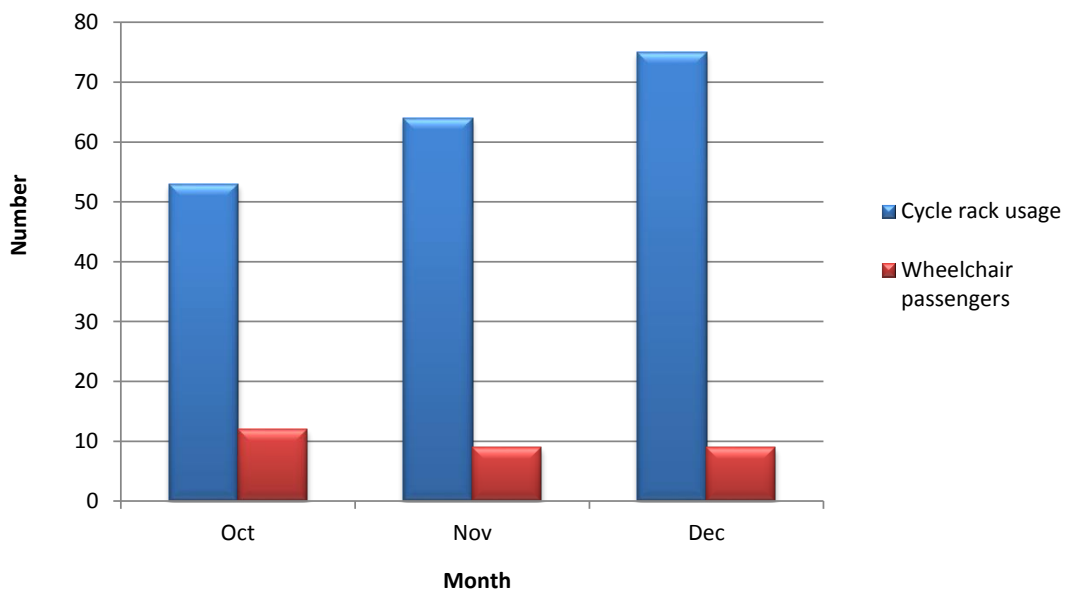
Figure 2 shows farebox recovery between 2015/2016, 2016/2017 and 2017/2018.

Figure 2: Citylink farebox recovery second quarter 2015/2016, 2016/2017 and 2017/2018



Bike rack usage decreased (15%) in the second quarter, with 192 users recorded compared to 226 in 2016/2017. Wheelchair patronage was down (35%) with 30 wheelchair trips recorded compared to 46 in the same quarter 2016/2017. Monthly usage for both is shown in Figure 3.

Figure 3: Citylink 2017/2018 cycle rack usage and wheelchair passengers



December Saturday services

Extended Saturday services were implemented on the four Saturdays leading up to Christmas (2, 9, 16, and 23 December) as part of promoting Citylink services. This provides an opportunity for both regular and new users to avoid Christmas traffic hassles and take the bus. Instead of the usual one bus, five buses were in service and operated the usual weekday off-peak services. The results are shown in Table 2

Table 2: Citylink promotional Saturday service results

Saturday services	Total
2 December	114
9 December	202
16 December	162
23 December	210
Total	688

The results compare favourably with a standard Saturday with an average patronage of 67 users. However, the total cost of the Saturday services was \$6,758 compared to what would have been the December Saturday cost of \$863.10. Revenue was approximately \$1,500. Overall, there was a high cost with low revenue return.

Southlink services

For ease of reporting the Southlink service's YTD patronage data is shown in Table 3.

Table 3: Southlink passenger and financial performance as at 31 December 2017

Service	Passenger trips YTD	Farebox recovery rate YTD
Waverley-Patea-Hawera	639	32.7%
Opunake-Hawera (including Manaia-Hawera)	772	14.4%
Opunake-New Plymouth	439	16.7%

YTD patronage on all of the Southlink services was down compared to 2016/2017. The performance of each service is detailed below.

Waverley-Patea-Hawera patronage was 639, down 78 or (11%). Compared to last year Adult patronage was down 64 or (23%) and SuperGold Card patronage was down 32 or (8%). Farebox was 32.7% compared to 44.2% last year.

Opunake-Hawera (including Manaia-Hawera) patronage was 394, down 166 or (30%). Compared to last year all fare categories were down. Adult patronage was down 78 or (39%), SuperGold Card was down 63 or (21%), Child was down 8 or 53% and Under 5's down 17 or (34%). Farebox recovery was 11% compared to 16% last year.

Patronage for the Opunake-New Plymouth service was 439 down 19 or (4%) compared to 2016/2017. Compared to last year Adult patronage was down 8 or (6%) and SuperGold Card down 27 or (9%). These were offset by Child being up 16 or 80%. Farebox recovery was the same at 15%.

Connector (Hawera to New Plymouth) bus service

Total patronage for the quarter was 6,624. This is up 55 or 1% from the 6,569 passengers recorded in same quarter 2016/2017. Total patronage is 16,042 up 6.9% on the 15,007 in 2016/2017. Farebox recovery for the year is 61% the same as in 2016/17. This figure includes both the District Health Board and Western Institute of Technology in Taranaki funding contributions.

Table 4: Connector patronage and financial performance as at 31 December 2017

Service	Passenger trips	Farebox recovery rate
Hawera to New Plymouth	16,042	61%

Figure 4 shows annual patronage between the two previous financial years and 2017/2018.

Figure 4: Connector patronage YTD 2015/2016, 2016/2017 and 2017/2018

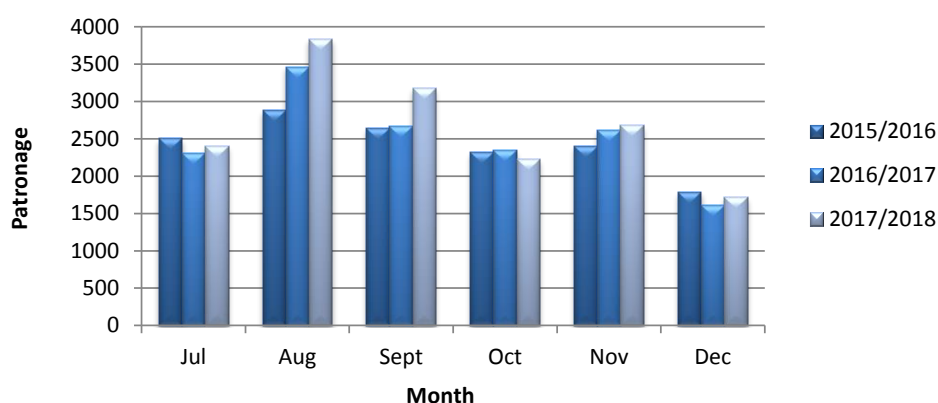


Table 5 shows the 2017/2018 Connector patronage YTD as at 31 December 2017.

Table 5: Percentage of Connector patronage as at 31 December 2017

Fare category	Patronage % YTD
ACCESS	0.7%
Adult	12.5%
Beneficiary	9.1%
Child	1.7%
Seniors	1.2%
SuperGold Card	8.3%
TDHB	11.9%
Tertiary	7.6%
WITT	35%
Training*	11%
Promotion	1%
Total	100%

*Training – school students undertaking vocational training at WITT or other training providers.

December Saturday services

For the first time a return service was provided (Opunake/Hawera to New Plymouth) on the four Saturday's leading up to Christmas. Again, like Citylink, this was to promote the Connector service and give the residents of coastal, south and central Taranaki the opportunity to travel to New Plymouth during the weekend.

The service departed Opunake at 9am and Hawera at 9.35am with the return service departing New Plymouth at 3pm. This made the service SuperGold Card eligible.

Table 6: Connector promotional Saturday service results

Saturday services	Total
2 December	7
9 December	10
16 December	14
23 December	15
Total	46

The results were disappointing considering extensive promotion of the services were undertaken including print, radio and social media. The cost of the services was \$2,231 with revenue approximately \$350.

Of the thirty passenger trips to New Plymouth, only sixteen passenger trips were recorded making the return from New Plymouth. Seventeen passengers travelled from Hawera, five from Stratford and Inglewood, with one passenger from Opunake, Eltham and Normanby.

An on-bus survey was undertaken over the four weeks the Saturday services were provided which included the weekday passengers. Fifty-nine responses were received although not all passengers answered every question. A summary of the results is provide in table 7.

Table 7: Saturday service results summary

Question	% response	No. of responses
Respondents supporting a Saturday service	91%	57
Respondents who would use a Saturday bus 2-3 times per month	38%	22
Respondents who would use a Saturday bus once a month	10%	6
Respondents who would use a Saturday bus sometimes	36%	21
Respondents that supported the departure time (9am)	94%	55
Respondents that supported the departure time (3pm)	97%	54

The response both from the actual Saturday services and the survey show that while a high majority of passengers support a Saturday service, the reality is that demand for a weekly service is low at only 10%, noting that this is the first time we have provided a Saturday service.

SuperGold Card Scheme

Table 8 shows the number of trips taken throughout the region by passengers using their SuperGold Card and the percentage of these trips compared to all trips made in the current year.

Table 8: SuperGold Card patronage by service as at 31 December 2017

Service	Passenger trips	% of all trips
New Plymouth, Oakura, Bell Block and Waitara	25,499	9%
Waverley-Patea-Hawera	386	60%
Opunake-Hawera (incl. Manaia-Hawera)	239	31%
Opunake-New Plymouth	275	63%
Hawera-New Plymouth	1,336	8%
Total	27,735	9%

The 27,735 SuperGold Card trips equates to 9% of all public transport trips, across all services. This compares with 27,724 trips at the same time in 2016/2017.

Total Mobility Scheme

Total Mobility client trips YTD 2017/2018 totalled 17,855. This is up (7%) from the 16,673 trips in the same period 2016/2017.

Table 9: Total Mobility trips as at 31 December 2017

Service	Client trips
Total Mobility Scheme	17,855

Ironside Vehicle Society Incorporated

Table 10 shows the total number of passenger trips as at 31 December 2017 carried out by Ironside, including the number of wheelchair trips. This is up 5.4% on the 3,397 trips recorded in the same period 2016/2017.

Table 10: Ironside trips as at 31 December 2017

Service	Trips involving wheelchairs	Total trips claimed
Ironside Vehicle Society	3,278	3,580

Of the 3,580 trips provided, 2,808 or 78% involved wheelchair users. This compares with the figures in 2016/17, with trips involving wheelchair users 2,390 and total trips 3,397.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Legal considerations

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

Agenda Memorandum

Date 21 March 2018



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

Subject: Correspondence and information items

Approved by: M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

Document: 2016766

Purpose

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

Recommendations

That the Taranaki Regional Council:

1. receives and notes for information purposes the correspondence with the Associate Minister of Transport on improving road safety in Taranaki
2. receives and notes the invitation to attend a Local Government Road Safety Summit in Wellington on 9 April 2018
3. receives the correspondence received from the umbrella campaign 'Movement' requesting consideration of reducing speed limits on rural roads used by vulnerable users, and provides guidance on whether a collective regional response is wanted
4. receives and notes for information purposes the letter received in respect of State Highway 43 from the new Minister of Transport, Hon Phil Twyford
5. receives and notes for information purposes the submission made on the Mt Messenger Bypass project on behalf of the State Highway 3 Working Party.

Improving road safety – correspondence with Associate Minister of Transport

The Council received a letter from the Associate Minister of Transport, Hon Julie Anne Genter, on 13 December 2017. This pre-empted her announcement on 17 December 2017 of a short-term boost in road safety funding, the Road Safety 'Boost' programme, targeting rural highways over summer. At the time of the announcement, 30 sections of rural state highways throughout the country were identified to receive fast-tracked low-cost safety improvements between February to July 2018. SH45 Oakura to Hawera is amongst these, and was identified to receive "rumble strips, improved signage and barriers at high risk locations." This information was circulated to Members via email on 18 December 2017, including the following link to the media release and other information on the Safety Boost programme – <https://www.beehive.govt.nz/release/boost-road-safety-taranaki>.

The Council responded to the Associate Minister's letter and announcement, with this reply letter attached for the Committee's information. The response highlighted the SH3 Waitara to Bell Block project as remaining the priority road safety issue for Taranaki currently.

Invitation to attend Local Government Road Safety Summit, 9 April 2018

The Council received the attached invitation from the Associate Minister of Transport, Hon Julie Anne Genter, on 22 February 2018. It is understood that this invitation was sent to all councils throughout the country.

Reducing speed limits on rural roads – correspondence from 'Movement'

National groups representing pedestrians, horse-riders, cyclists, and users of mobility devices are calling on Councils across the country to implement safer rural speed limits. The Council, as with all councils throughout the country, received the attached letter from this 'Movement' collective/campaign, in mid December 2017.

Does the Committee wish to form a view of this as a collective? Otherwise it will be left to each individual council in the region, in their capacity as road controlling authorities, to respond and action independently.

SH43 response from new Minister of Transport

The attached letter regarding State Highway 43 was received from the new Minister of Transport, Hon Phil Twyford, on 12 January 2018.

SH3 Working Party submission on the Mt Messenger Bypass

A supporting submission was made on the Mt Messenger Bypass project on behalf of the State Highway 3 Working Party, during the public consultation held in January-February 2018. A copy of the submission is attached for the Committee's information.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Legal considerations

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

Appendices/Attachments

Document 1983797: Letter from Hon Julie Anne Genter re: Road Safety 13Dec2017

Document 1989948: Improving road safety in Taranaki - response to Associate Minister Genter 11 January 2018

Document 2017548: Invitation to attend Local Government Road Safety Summit on 9 April 2018

Document 1980239: Deadly rural speed limits letter from Movement

Document 1990691: Letter from new Minister of Transport in respect of SH43

Document 2010610: SH3WP submission on Mt Messenger Bypass 19Feb2018

Hon Julie Anne Genter

Minister for Women

Associate Minister of Health
Associate Minister of Transport



13 December 2017

Tēnā koutou

I am writing to you and other councils seeking your support to work with me and take action to improve road safety in New Zealand.

As you will be aware, New Zealand's road toll has risen over the last four years. The year-to-date road toll for 2017 has already surpassed the road toll for all of 2016. This is a significant concern for me and this government. I am particularly concerned about the safety of people using our roads coming into the summer holiday season.

I have been working with officials from the Ministry of Transport, the NZ Transport Agency and the Police, to ensure the government is taking action to address the rising road toll. I would also like to work in partnership with you to improve road safety outcomes across New Zealand. I welcome your views on this challenge and how we can address it.

I would like your support to take action as quickly as possible to improve road safety outcomes, in particular on the high-risk roads in your region. I encourage you to consider how you could accelerate the implementation of the new speed management approach, introduced earlier this year, to ensure there are safe and appropriate speeds on local roads.

I would also like to acknowledge the safety treatments local councils are making over summer as part of your existing work programme.

On 20 November 2017, my colleague, Hon Phil Twyford, Minister of Transport, wrote to all local and regional councils about the government's focus for investment in the Government Policy Statement on land transport 2018 and how it might influence the development of your Regional Land Transport Plans (RLTPs). This includes delivering safety improvements.

In considering the safety priorities in your RLTPs, it will be important to identify the actions that have the greatest enduring effect on road safety in your region. For example, infrastructure investment or speed management, to treat high-risk roads in your region.

I have sought the NZ Transport Agency's support to partner with you on these matters. I have asked that it address any barriers councils face in progressing road safety outcomes that are within its control, including considering its funding arrangements. I have also directed officials from the Ministry of Transport to look across the road safety system and ensure that the appropriate funding, policy and regulatory settings are in place to implement changes to improve road safety as quickly as possible.

If we are to improve road safety it is important that it is a joint process. I would welcome feedback on your approach to improving road safety in your region: Where have you experienced success? What barriers do you face to making further progress in improving road safety? I encourage you to get in touch with the Ministry of Transport to share your local road safety experiences.

In early 2018, I plan to invite you and other councils to attend a national road safety summit, where I will be able to hear from you directly on these matters and discuss how we can work more closely together to improve road safety outcomes in New Zealand. I will be in touch next year to confirm the arrangements for the summit.

I will be making an announcement on Sunday 17 December 2017 that will outline my intentions in this area, including the planned summit and to confirm my desire to engage with all parties to improve safety. I would be grateful if you hold this letter in confidence until this date.

I would like this engagement with you to form part of an ongoing dialogue on the development of a road safety strategy for New Zealand. I have directed the Ministry of Transport to start work on a new strategy, including considering whether the "Vision Zero" framework is appropriate for New Zealand. I would appreciate your ongoing input and support for that work over the next 12 to 18 months.

The government will also be running a range of publicity campaigns over the summer to communicate safe driving messages. I would encourage you to get involved and urge your communities to drive safely over the holiday period.

Please direct any of your correspondence to Brent Johnston, Manager Mobility and Safety, Ministry of Transport, at b.johnston@transport.govt.nz.

You can find key safety statistics for your region to support public communications at <http://www.transport.govt.nz/research/roadcrashstatistics/regionalroadsafetyissues/>.

I thank you for your ongoing commitment to improving road safety and look forward to working with you in taking action on this important issue.

Please forward this letter as appropriate to the Chair of your Regional Land Transport Committee.

Yours sincerely



Hon Julie Anne Genter
Associate Minister of Transport

Copy to:
Hon Phil Twyford, Minister of Transport
Chris Moller, Chair, New Zealand Transport Agency
Fergus Gammie, Chief Executive, New Zealand Transport Agency
Peter Mersi, Chief Executive, Ministry of Transport



11 January 2018
Document: 1984242

Hon Julie Anne Genter
Associate Minister of Transport
via email to j.genter@ministers.govt.nz

Dear Hon JA Genter

Improving road safety in Taranaki

The Council wishes to congratulate you on your appointment as Associate Minister of Transport and thank you for your letter dated 13 December 2017. It is very pleasing to see your focus on improving road safety in New Zealand, and we welcome the inclusion of SH45 Oakura to Hawera amongst those rural state highways within the initial Road Safety 'Boost' Programme.

The most significant road safety issue for Taranaki centres on SH3 north of New Plymouth, between Waitara to Bell Block. This section of SH3 contains three of the Top 100 High Risk Intersections in New Zealand, as published by NZTA in August 2013: #8 SH3 Devon Rd/Mangati Rd; #18 SH3 Main North Rd/Princess St; and #64 SH3 Devon Rd/Raleigh St.

A 'SH3 Waitara to Bell Block' project was initiated in 2013 but has faced continual delays, generally attributed by the NZ Transport Agency to 'cash-flow problems'. The Council wishes to emphasise that these ongoing delays are totally unacceptable for this area of high safety risk, as underscored by another fatality on this stretch of road in November 2017.

In the current Regional Land Transport Plan (RLTP) which was submitted in April 2015, the SH3 Waitara to Bell Block project was put forward by the NZ Transport Agency, with construction to be completed by June 2019. The Council ranked this project as the region's #1 priority in the RLTP. Despite this, the project continues to see little real progress, with the result being that the Council, three years later, is being asked to again rank this project – the expectation is that it will remain the #1 priority for the region in the revised 2018 RLTP.

The lack of action to date on this crucial safety project is of great frustration to the Council and wider community. There is a need for urgency to address this matter and the Council thanks you for the opportunity to bring this to your attention and consideration. While this is certainly not the only road safety issue for Taranaki, it remains the priority until it is addressed.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Craig Williamson'.

Craig Williamson
TRC Councillor and Chair of the Taranaki Regional Transport Committee

Cc: Parekawhia McLean, NZ Transport Agency Director Regional Relationships - Central North Island, via email to Parekawhia.McLean@nzta.govt.nz

Cc: Neil Holdom, Mayor for New Plymouth District, via email to Neil.Holdom@npdc.govt.nz

Cc: Jonathan Young, MP for New Plymouth, via email to Jonathan.Young@parliament.govt.nz

Hon Julie Anne Genter

Minister for Women

Associate Minister of Health
Associate Minister of Transport



22 February 2018

Tēnā koutou

Invitation to attend Local Government Road Safety Summit, 9 April 2018

In December 2017 I wrote to you expressing my significant concern at the rising number of people dying on our roads and said that I would invite Councils to attend a road safety summit in early 2018.

I would now like to invite you to take part in this summit. The Local Government Road Safety Summit will be held from 11.00 am to 5.00 pm on Monday 9 April 2018 in Wellington. The venue will be the Rydges Hotel, 75 Featherston St, Wellington.

In my December letter I asked you to consider what actions Councils could take that would have the greatest enduring effect on road safety in your region. The Summit will provide the opportunity for Councils to put forward and discuss these actions and influence the Government's planning for road safety. An outline of the agenda for the day is attached.

I will be attending the whole event and I look forward to discussing this vitally important issue with you. In particular, I want to talk to Councils about infrastructure investment, speed management and options to treat high-risk roads in your regions. I am also interested in your plans to improve the safety for people who are walking and cycling.

The Summit is intended for Mayors, Chief Executives and senior road transport planning staff, along with Chairs of Regional Land Transport Committees.

This Summit will be part of the process of developing a new road safety strategy. It will also feed into the ongoing work to improve road safety that is already. The focus of the Summit will be on actions that local government can take to improve road safety, especially in the next few years. It is the first of what I intend to be a programme of engagements with all parts of the community over the next twelve months on development of the new strategy.

The Summit will operate under Chatham House Rules and the Ministry of Transport will note down the key points from the various sessions anonymously.

If you would like to attend the Summit or have any questions about the arrangements, please send your response to LGRSS@transport.govt.nz. Responses, including expressions of interest to take part in the panel discussion, are requested by 23 March 2018.

If you cannot attend the day and you have specific points that you wish to make, you are welcome to provide them to the Ministry of Transport at any time. Please direct your correspondence to Brent Johnston, Manager Mobility and Safety, Ministry of Transport, at b.johnston@transport.govt.nz.

I look forward to the opportunity to meet with you and to a productive day.

Yours sincerely



Hon Julie Anne Genter
Associate Minister of Transport

Copy to:
Hon Phil Twyford, Minister of Transport
Chris Moller, Chair, New Zealand Transport Agency
Fergus Gammie, Chief Executive, New Zealand Transport Agency
Peter Mersi, Chief Executive, Ministry of Transport

Agenda for Local Government Road Safety Summit.

Monday 9 April 2018 11.00am – 5.00pm.

Venue: Grand Space, Rydges Hotel, 75 Featherston St, Wellington.

10.30 – 11.00	Coffee and biscuits
11.00 – 11.05	Introduction from Chair
11.05 – 11.30	Safer Journeys and what is a safe system? (Ministry of Transport) Discussion on road safety strategy in NZ. How does a new strategy fit in with other planning documents and what is process for updating it?
11.30 – 12.00	Associate Minister of Transport, Hon Julie Ann Genter on her vision for road safety in New Zealand
12.00 – 12.30	NZ's current road safety performance – why is our casualty rate so high? Dr Paul Graham from NZTA
12.30 – 1.15	Lunch
1.15 – 2.15	Panel discussion on Local Government's view about what more can be done to improve road safety Short presentations from invited council leaders, focussing on what is working and what needs to change. Followed by a moderated Q&A, where all speakers can be asked questions by the audience. Questions can also be asked of the Minister and participating central Government representatives.
2.15 – 2.20	Introduction to the workshop sessions
2.20 – 2.55	1st Workshop Session Safer Networks: What can we do to make our road networks safer? Small group workshop session on what councils want to do to improve roads and manage speed safely. How do we best target risk? Focus on what needs to change. This will allow ideas generated in the previous panel discussion to be further developed.
2.55 – 3.15	Report back from workshops – what are the actions that come out of this?
3.15 – 3.35	Afternoon tea
3.35 – 4.00	Local actions to improve safety and wellbeing Presentation to be confirmed
4.00 – 4.35	2nd Workshop Session Local road safety leadership: How can we do more? Small group workshop session. What can be done by councils to improve road safety outcomes for communities, especially for pedestrians and cyclists? What do councils need from central government to be effective? How do we consider longer term actions, including urban planning?
4.35 – 4.50	Report back from workshops What are the actions that come out of this session?
4.50 – 5.00	Concluding remarks from a) Chair b) LGNZ representative c) Minister

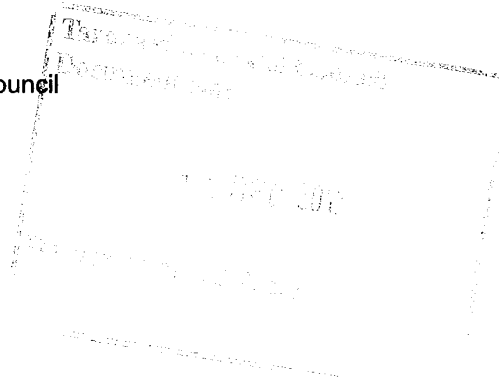
MOVEMENT

SAFER JOURNEYS

FOR ALL ACTIVE KIWIS

30 November 2017

Basil Chamberlain,
Chief Executive, Taranaki Regional Council
Private Bag 713
STRATFORD 4352



Dear Basil,

Deadly rural speed limits

Many of New Zealand's rural roads are unforgiving and leave no room for mistakes¹, yet the speed limit is typically 100km/h. For people walking, cycling or horse riding, rural roads with a speed limit of 100 km/h, and without mode separation, can create a particularly daunting road environment.

Hence, we are writing to request that your Council considers implementing safer traffic speeds, such as 80km/h or less, on the rural roads in your region used by:

- Te Araroa Trail
- New Zealand Cycle Trail 'Great Rides'
- New Zealand Cycle Trail 'Heartland rides' (and roads connecting to a 'Great Ride')
- Tour Aotearoa
- Horse trekkers
- School bus routes

NZTA understands the need for safer traffic speeds on roads that do not provide safe facilities for active transport users such as cyclists: "A road connecting to a NZ cycle trail should have travel speeds of 80km/h or less if there is no mode separation or sufficiently wide shoulders."²

Police Superintendent Stephen Greally has recently been in the media responding to the worsening road toll with the warning that some of our speed limits, especially on rural roads, were set too high.

¹ Superintendent Stephen Greally, National Manager of Road Policing. Media release 15 January 2016.

² Harry Wilson, NZTA's National Road Safety Director

MOVEMENT • PO Box 222, Warkworth • L1, 17 Elizabeth St, Warkworth

Safer Journeys for all Active Kiwis www.movement.org.nz

We appreciate that there may be concern from some members of the public who do not support reducing traffic speeds to improve road safety. However NZTA's research shows that the majority of New Zealanders agree that our roads would be safer if we all drove a little slower, and they understand lower speed limits reduce road trauma³.

Hence we encourage you to demonstrate the leadership necessary to save lives (75% of New Zealand's road fatalities are occurring on undivided rural roads with a 100km/h speed limit) and improve the range of transport options for New Zealanders.

Maps of the roads in your region that are used by Te Araroa Trail, NZ Cycle Trails, Tour Aotearoa, NZ Horse riders network, Heartland rides and/or serve as connecting roads to the NZ Cycle Trail Great Rides can be found at www.movement.org.nz However we would encourage you to take an area-wide approach to safer speed limits, especially to encompass community facilities, bush walks, visitor attractions, etc.

This letter has been endorsed by: **The New Zealand Cycle Trail, Cycling New Zealand, Living Streets Aotearoa, Visually Impaired Aotearoa, NZ School Speeds, Cycling Action Network and NZ Horse Network.**

Movement is an umbrella campaign seeking safe active transport for all kiwis, see our manifesto for safe, efficient and sustainable transport in NZ by 2030 here: www.movement.org.nz

We welcome your response to this letter. We will be in contact with you in the New Year to learn what progress you have made in response to our request above.

Best regards,



Bevan Woodward
Transport Planner,
bevan@movement.org.nz
Mobile: 021 122 6040

³ NZTA research report 563: Safer speeds: public acceptance and compliance (December 2014)

Hon Phil Twyford

MP for Te Atatu

Minister of Housing and Urban Development
Minister of Transport

9 JAN 2018

Taranaki Regional Council
Document No:

12 JAN 2018



Craig Williamson
Councillor, Taranaki Regional Council
Chair, Taranaki Regional Transport Committee
47 Cloten Road
Private Bag 713
STRATFORD 4352

Dear Councillor

Thank you for your letter of 2 August 2017 to Hon Simon Bridges, the former Minister of Transport, regarding State Highway 43 Forgotten World Highway, and forwarding a copy of the *State Highway 43 Investigation* report. Your email has been referred to me for reply as the matters you raise now fall within my responsibilities as Minister of Transport.

The NZ Transport Agency (NZTA) informs me that it has looked into options for sealing the unsealed section of State Highway 43 in the past. I understand that the relatively low traffic volumes did not make the seal extension project viable at that point.

The Taranaki Regional Development Strategy, *Make Way for Taranaki*, is due to be launched in early 2018, as part of the Government's support for regional economic development. I am advised that sealing State Highway 43 will be one area of focus in the Strategy.

The Government recognises that transport is a key enabler for regional prosperity. I have asked the Ministry of Transport to revise the draft Government Policy Statement on land transport 2018 (GPS) to reflect the Government's support for regional development.

It is important that the NZTA takes the time to fully understand the future of State Highway 43 and consider a number of factors to get the right outcome for the region.

I understand that the NZTA has a significant programme of maintenance planned for State Highway 43 for the next NLTP period, which includes improvements to signage and road markings. If you would like to discuss this matter further with the NZTA, you are welcome to contact Ross I'Anson, Manager System Management, Manawatu-Whanganui and Taranaki, at ross.i'anson@nzta.govt.nz or on (021) 823 861.

Yours sincerely

Hon Phil Twyford
Minister of Transport



Mountain to Sea
Te Kaunihera-a-Rohe o Ngāmotu
NEW PLYMOUTH DISTRICT COUNCIL
newplymouthnz.com
2nd Best Region in the World to Visit
(LocoCity Planet 2017)



Submission on Mt Messenger Bypass notice of requirement and/or applications for resource consent

Resource Management Act 1991

Email to: applications@npdc.govt.nz
Or post to: The Planning Lead
New Plymouth District Council
Private Bag 2025
New Plymouth 4342

Form 13 and Form 21

Submissions close on: 27 February 2018

1. Submitter details

1a. Full name
First name(s) Surname

1b. Contact person's name if different from above
First name(s) Surname

1c. Electronic service address

1d. Telephone
Mobile Landline

1e. Postal address or alternative method of service under Section 352 of RMA 1991

Serving of documents

The Council will serve all formal documents electronically via the email address provided above. Where there is no email address provided the documents will be posted to the above postal address.

2. Attendance and wish to be heard at hearing

- I/we **do not** wish to be heard in support of my/our submission(s).
(This means that you will not be advised of the date of any consent hearing and cannot speak at any hearing. However, you will retain your right to appeal any decision made by the Council.)
- I/we **do** wish to be heard in support of my/our submission(s).
(This means that you will have the option to speak in support of your submission at any consent hearing.)
- If others make a similar submission, I/we will consider presenting a joint case with them at the hearing.
(Please tick if you will consider presenting a joint case, otherwise leave blank.)

3. Application(s) to which submission relates

Notice of requirement (NoR) to New Plymouth District Council (NPDC)

DSN17/44711
Construction and operation of the Mt Messenger Bypass: a new section of State Highway 3 approximately 6km in length, located east of the existing highway corridor, between Uruti and Ahititi, north of New Plymouth

I wish to submit on this application Yes No

Application stance (please tick one)			Decision sought on requirement (please tick one)			
Support	Oppose	Neutral	Confirm	Impose conditions	Modify	Withdraw
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please turn over

OFFICE USE ONLY

Date received Received by
 Time received Document #

Liardet Street, Private Bag 2025, New Plymouth 4342, New Zealand. Telephone 06-759 6060, Fax 06-759 6072, Email enquiries@npdc.govt.nz, Website www.newplymouthnz.com

3. Application(s) to which submission relates - continued

Resource consent application to NPDC

LUC18/47193 Land use consent to disturb soil under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health Regulations 2011, associated with constructing the Mt Messenger Bypass			I wish to submit on this application <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Application stance (please tick one)			Decision sought on requirement (please tick one)		
Support	Oppose	Neutral	Grant consent	Decline consent	Grant with amendments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Resource consent applications to Taranaki Regional Council (TRC)

Application 17-10429-1.0(A) To dam, take and use surface water from the Mangapepeke Stream and Mimi River, and to erect and use temporary weirs on the bed of the Mangapepeke Stream and Mimi River associated with constructing the Mt Messenger Bypass, and to divert, take and use groundwater as a consequence of excavations and tunnelling associated with constructing and operating the Mt Messenger Bypass			I wish to submit on this application <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Application stance (please tick one)			Decision sought on requirement (please tick one)		
Support	Oppose	Neutral	Grant consent	Decline consent	Grant with amendments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Application 17-10429-1.0(B) To divert, disturb, realign and modify sections of the Mangapepeke Stream, Mimi River and their tributaries associated with constructing and operating the Mt Messenger Bypass			I wish to submit on this application <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Application stance (please tick one)			Decision sought on requirement (please tick one)		
Support	Oppose	Neutral	Grant consent	Decline consent	Grant with amendments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Application 17-10429-1.0(C) To install, use and remove temporary culverts in the Mangapepeke Stream, Mimi River and their tributaries for the purpose of constructing the Mt Messenger Bypass			I wish to submit on this application <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Application stance (please tick one)			Decision sought on requirement (please tick one)		
Support	Oppose	Neutral	Grant consent	Decline consent	Grant with amendments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Application 17-10429-1.0(D) To install and use culverts in the Mangapepeke Stream, Mimi River and their tributaries and to install a bridge over a tributary of the Mimi River associated with constructing and operating the Mt Messenger Bypass			I wish to submit on this application <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Application stance (please tick one)			Decision sought on requirement (please tick one)		
Support	Oppose	Neutral	Grant consent	Decline consent	Grant with amendments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Application 17-10429-1.0(E) To discharge to land, water and to air from soil disturbance and earthworks, to undertake vegetation clearance, and to undertake riverbed planting associated with constructing and operating the Mt Messenger Bypass			I wish to submit on this application <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Application stance (please tick one)			Decision sought on requirement (please tick one)		
Support	Oppose	Neutral	Grant consent	Decline consent	Grant with amendments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. My submission

4a. If you are submitting on the NoR please provide:

- Details of your submission(s), and
- Details of the specific parts of the NoR that your submission(s) relates to (if not the entire NoR), and
- Indicative conditions or amendments that you could support.

Attach additional pages if required.

Refer separate page attached

4b. If you are submitting on a resource consent please provide:

- Details of your submission(s), and
- Details of the specific parts of the consent that your submission(s) relates to (if not the entire consent), and
- Indicative conditions or amendments that you could support.

Attach additional pages if required.

See Section 4a above (as attached)

Please turn over

Insert for Sections 4a and 4b —

The State Highway 3 Working Party was established in 2002 in response to ongoing concerns about the route security, safety and efficiency of the section of State Highway 3 (SH3) between Taranaki and Waikato. The member organisations of the SH3 Working Party (Taranaki Regional Council, Waikato Regional Council, New Plymouth District Council, Waitomo District Council, NZ Transport Agency, New Zealand Police, Road Transport Association, and Automobile Association) work together for the improvement of the strategically important SH3 corridor between Hamilton and New Plymouth.

The SH3 Working Party and its member organisations have been actively advocating on the need for improvements to this vital inter-regional corridor for many years, particularly the Mt Messenger and Awakino Gorge sections of the highway. It is largely these efforts that have resulted in the SH3 Awakino Gorge to Mt Messenger Programme of improvement works, of which the Mt Messenger Bypass project is the largest of the three components.

As noted in the AEE submitted as part of the applications, the existing approximately 7.4km steep, narrow and winding section of highway at Mt Messenger is no longer fit for purpose. The Project will establish a new section of SH3 that will remedy the existing operational problems at Mt Messenger, providing: a significantly safer road; improved resilience and therefore robustness of the broader regional transport network linking Taranaki to the north; along with significant improvements in journey time reliability and journey time savings. The SH3 Working Party agrees that these positive effects will in turn contribute to positive local and regional economic growth and productivity improvements, along with improved social and community effects. The SH3 Working Party acknowledges the ecological and cultural impacts of the Project, and notes the efforts that the Mt Messenger Alliance team have undertaken to avoid potential adverse effects through route selection and Project design; along with the mitigation and biodiversity offset package which is proposed, and aims to achieve a net gain in biodiversity within 10-15 years of the completion of construction.

The SH3 Working Party has long advocated the need for significant improvements to the Mt Messenger section of highway, and has confidence in the robustness of the process that the Mt Messenger Alliance team has followed. Further, the Working Party has confidence that the conditions of consent applied by the New Plymouth District Council and Taranaki Regional Council will ensure that the effects of the project can be adequately avoided, remedied and mitigated to no more than minor levels. The benefits that will be gained by the project in terms of SH3's safety, resilience and network performance are significant and vital to the Taranaki region. The SH3 Working Party therefore offers strong high-level support for these applications to enable the project to proceed.

On this basis, the SH3 Working Party seeks the granting of the designation and resource consents requested by the NZ Transport Agency for the Mt Messenger Bypass project, to enable the NZ Transport Agency to construct, operate and maintain the realigned highway. The realignment of Mt Messenger is a key part of addressing the ongoing concerns about this vital inter-regional corridor, and removing the constraints that this section of the highway currently imposes on a large number of parties.

In addition, the SH3 Working Party takes this opportunity to note that the Stock Truck Effluent Disposal site on SH3 at Ahititi (just north of where the realignment joins the existing highway) faces a number of operational constraints, which the Mt Messenger Bypass works may provide options to address. This has been discussed with the Project team during their updates to the SH3 Working Party, and we would like to ensure that this opportunity is not lost.

5. Request for independent commissioner(s)

If you wish to make a request please tick the circle below, otherwise leave blank.

- Pursuant to section 100A of the Resource Management Act 1991 (RMA), I request that TRC delegates its functions, powers, and duties required to hear and decide the application to one or more hearing commissioners who are not Councillors.

*Such a request may be made [in writing] up to five working days after close of submissions. If you make a request under section 100A of the RMA, **you may be liable to meet or contribute to the costs** of the hearings commissioner or commissioners.*

Please note that NPDC intends to appoint independent commissioner(s) to act under authority delegated to hear and decide the NPDC resource consent and to hear and recommend on the NoR.

6. Trade competitor for the purposes of section 308A of the RMA

- I am a trade competitor for the purposes of section 308B of the RMA.
 I am **not** a trade competitor for the purposes of section 308B of the RMA.

If you are a trade competitor, your right to make a submission may be limited by the trade competition provisions in Part 11A of the RMA.

If your submission relates to a resource consent or a notice of requirement for an alteration to a designation, and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the consent or requirement relates that adversely affects the environment and does not relate to trade competition or the effects of trade competition.

Select one of the following:

- I am I am **not** directly affected by an effect of the subject matter of the submission that:
- Adversely affects the environment, and
 - Does not relate to trade competition or the effects of trade competition.

7. Privacy statement

The Privacy Act 1993 applies to the personal information provided in this application. For the purposes of implementing this application NPDC and TRC may disclose that personal information to another party. If you want to have access to, or request correction of, that personal information, please contact NPDC and/or TRC.

8. Declaration and privacy waiver

- I/we have served a copy of this submission on the applicant/requiring authority, as required by Section 96(6) of the RMA. Address for service: submissions@mtmessenger.co.nz or post to Mt Messenger Alliance, Level 4, 180 Taranaki Street, Wellington 6011.

By signing this submission, or by submitting this submission electronically, I confirm that I am authorised to make such submission and that the information contained in this submission is true and correct. I acknowledge and agree to the disclosure of my personal information in respect of this submission.

If signing and/or submitting on behalf of a trust or company, I confirm that I have that authority.

A signature is not required if this submission is submitted electronically.

Signature of submitter

Date

Notes to submitter

To view the full application go online to www.newplymouthnz.com/MtMessenger.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

You may wish to obtain your own professional advice, such as from a lawyer or planner, before finalising your submission. In addition, the Ministry for the Environment website www.mfe.govt.nz has useful information for submitters. If you have any questions regarding this process, contact NPDC on 06-759 6060.