

Regional Transport Committee

Wednesday 6 September 2017

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 6 September 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)
	Mr R I'Anson	(NZ Transport Agency)
Apologies	Ms P McLean	(NZ Transport Agency)

Notification of Late Items

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Agenda Memorandum

Date 6 September 2017



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

Subject: Confirmation of Minutes – 14 June 2017

Approved by: M J Nield, Director-Corporate Services

B G Chamberlain, Chief Executive

Document: 1924147

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 14 June 2017 at 11.00am
2. notes the recommendations therein were adopted by the Taranaki Regional Council on 27 June 2017.

Matters arising

Appendices

Document #1881004 - 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 14 June 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	
	Messrs	B G Chamberlain	(Chief Executive)
		M J Nield	(Director-Corporate Services)
		G C Severinsen	(Policy and Strategy Manager)
		P Ledingham	(Communications Officer)
	Mrs	F Ritson	(Policy Analyst)
	Mrs	K van Gameren	(Committee Administrator)
	Messrs	R I Anson	(NZ Transport Agency)
		D Langford	(New Plymouth District Council)
		S Bowden	(Stratford District Council)
	Ms	C Copeland	(South Taranaki District Council)
	Messrs	L Hodgetts	(New Plymouth District Council)
		P Tennent	(TRED Lead Team Chairman)

Two members of the media.

Apologies There were no apologies.

**Notification of
Late Items** There were no late items of business.

1. Minutes Regional Transport Committee meeting – 8 March 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 8 March 2017 at 11.00am.

2. notes that recommendations therein were adopted by the Taranaki Regional Council on 3 April 2017.

Williamson/McDonald

Matters arising

New Zealand Transport Agency Regional Report (March 2017)

It was noted to the New Zealand Transport Agency that the webpage (<https://nzta.govt.nz/taranaki>) has not been updated since November 2016. The purpose of the webpage was to provide current information. The Committee believes the website should be regularly updated. The Agency advised the Committee that matters surrounding the webpage and the delay in uploading content have been resolved and email notifications will now be sent to key stakeholders announcing updates when they become available. Ms P McLean, NZ Transport Agency, advised the Committee that the webpage would be updated promptly following the meeting.

2. Minutes of the Taranaki Regional Transport Advisory Group

- 2.1 The minutes of the Taranaki Regional Transport Advisory Group (RTAG) meetings held on 12 April 2017 and 24 May 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 12 April 2017
2. receives for information purposes the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on 24 May 2017.

Dunlop/Volzke

3. Notes of the State Highway 3 Working Party meeting

- 3.1 The notes of the State Highway 3 Working Party (SH3WP) meeting held on Wednesday 3 May 2017 were received and noted.

Recommended

That the Taranaki Regional Council:

1. receives for information purposes the unconfirmed notes of the State Highway 3 Working Party meeting held on Wednesday 3 May 2017.

Duynhoven/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* (the Plan). The request was received from the South Taranaki District Council to vary the Plan by adding a new project enabling rail level crossing improvements for Nukumaru Station Road.

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 South Taranaki District Council, to add the project 'Upgrade of rail level crossing at Nukumaru Station Road'
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.

Dunlop/Williamson

5. 'Make Way for Taranaki' regional economic development strategy

- 5.1 Mr P Tennent, Regional Economic Development Lead Team Chairperson, and Mr L Hodgetts, New Plymouth District Council, provided a presentation to the Committee on the Make Way for Taranaki: *Tapuae Roa* Regional Economic Development Strategy (the Strategy).
- 5.2 The Committee noted the Strategy and provided feedback on transport projects which may be referenced in the Taranaki Regional Economic Development Strategy and Action Plan. Support was provided for the sealing of the last 12km stretch and general upgrade of SH43 which the Committee have long advocated for. The proposal in the Strategy to revisit the Blue Water Highway project (Port Taranaki to Nelson) was also endorsed. The Committee advised that the road links into the Egmont National Park (Dawson Falls, Stratford, Pukeiti and North Taranaki) are currently becoming unable to deal with growing tourist numbers/vehicles and supported the proposal to upgrade the roads to enhance visitor experiences.
- 5.3 A further suggestion by the Committee was support to the forthcoming upgrade at the New Plymouth Airport terminal. Safety improvements at the intersection of Airport Drive and SH3, based on expected growth at the airport, were considered highly desirable and should be considered as part of the Bell Block to Waitara safety improvement project.
- 5.4 As part of the mid-term review of the *Taranaki Regional Land Transport Plan 2015/16 – 2020/21*, the matters raised as part of the Committee's discussions, will be considered for inclusion.

Recommended

THAT the Taranaki Regional Council

1. receives and notes for information purposes the attached paper and associated presentation on addressing transport challenges in the 'Make Way for Taranaki: Tapuae Roa' Regional Economic Development Strategy and Action Plan
2. provides feedback about the transport projects which may be referenced in the Taranaki Regional Economic Development Strategy and Action Plan, provides support for the Blue Water Highway proposal, road upgrades into Egmont National Park (Dawson Falls, Stratford, Pukeiti and North Taranaki) and safety improvements at Airport Drive/SH3 and considers the inclusion of these projects as part of the mid-term review of the *Taranaki Regional Land Transport Plan 2015/16 – 2020/21*.

Williamson/Volzke

Mr Tennent and Mr Hodgetts left the Regional Transport Committee meeting at 12.00pm.

6. New Zealand Transport Agency Regional Report

6.1 Ms P McLean, NZ Transport Agency, and Mr R I Anson, 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 and provided a presentation to the Committee on the NZ Transport Agency's *Long-Term Strategic View*.

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

- Mt Messenger bypass Project Update and consultation process therein – it is anticipated the Minister of Transport will make an announcement on the chosen route option in August 2017. Members of the Committee were invited to a NZ Transport Agency function on Thursday 15 June presenting the latest SH3 route options. Construction is expected to finish in 2020.
- State Highway reinstatement works, notably SH43, following the June 2015 flooding event. It was advised that work would be substantially complete by the end of June 2017.
- Electric vehicle programme and trial of special electric vehicle lanes in Auckland.

Recommended

THAT the Taranaki Regional Council

1. receives and notes the Regional Report from the NZ Transport Agency dated 14 June 2017
2. notes the development by the NZ Transport Agency of a *Long-Term Strategic View* document which aims to provide a clearer outline of the longer strategic picture
3. provides feedback on the NZ Transport Agency's *Long-Term Strategic View* which officers can incorporate into a written submission.

Duynhoven/McDonald

Ms P McLean, NZ Transport Agency, left the Regional Transport Committee meeting at 1.00pm.

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

- 7.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum updating the Committee on the need for a mid-term review of the *Regional Land Transport Plan for Taranaki 2015/16 – 2020/21*, to seek support of the proposed approach, process and timeframes for the review and to seek guidance on potential changes that should be considered as part of the review.

Recommended

THAT the Taranaki Regional Council

1. receives the memorandum, Mid-term review of *Regional Land Transport Plan for Taranaki 2015/16-2020/21*
2. agrees to the approach, process and timeframes proposed for the mid-term review of *Regional Land Transport Plan for Taranaki 2015/16-2020/21*
3. notes that a two-part externally-facilitated stakeholder workshop will be held as part of the review of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*
4. provides guidance on content changes needed to the strategic policy framework of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*.

Duynhoven/Dunlop

8. State Highway maintenance concerns

- 8.1 The memorandum advising the Committee of concerns regarding the maintenance of state highways throughout the region and to seek support from the Committee in advocating for revision of the Network Outcomes Contract (NOC) model that is being used for maintaining the highways was received and discussed.
- 8.2 The Committee noted that the Taranaki Regional Transport Advisory Group have raised the concerns as sought support from the Committee to advocate to the NZ Transport Agency, in its capacity as the Road Controlling Authority for state highways, to revise the NOC model with some urgency.
- 8.3 The Committee agreed to support the advocacy request.

Recommended

THAT the Taranaki Regional Council

1. receives the memorandum *State highway maintenance concerns*
2. agrees to the concerns about state highway maintenance in Taranaki arising from the current contract model being referred to the NZ Transport Agency for consideration in their review of the Network Outcomes Contract model.

Dunlop/Volzke

9. Passenger transport operational update for the quarter ending 31 March 2017

- 9.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum providing the Committee with an operational report of the public transport services as at 31 March 2017.
- 9.2 The Committee noted and discussed the Connector (Hawera to New Plymouth) bus service. Further information on the service's performance was requested by the Committee for inclusion into subsequent update reports for deliberation, including the funding ratios received from key stakeholders (WITT and Taranaki District Health Board) against the percentage of Connector patronage for the reporting period.
- 9.3 Wider discussion was held on the Connector service. Members agreed that it was timely to consider how the service could (potentially) be improved by way of (for example) a weekend service and timetable changes to enhance better utilisation of the service. It was agreed that these matters would be investigated further and be reported back to the Committee in due course.

Recommended

THAT the Taranaki Regional Council

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

Williamson/Dunlop

10. Correspondence and information items

- 10.1 The memorandum updating Members on correspondence and information received since the last Committee meeting was noted.
- 10.2 It was noted that a letter of support for Option 3 for the Mt Messenger Bypass project from Remediation New Zealand has been received.

Recommended

That the Taranaki Regional Council:

1. receives and notes for information purposes the submission sent to the Ministry of Transport on the draft *Government Policy Statement on Land Transport 2018/19-2027/28*
2. receives and notes for information purposes the submission sent to the NZ Transport Agency on the draft *Investment Assessment Framework 2018/19-2027/28*
3. receives and notes for information purposes the correspondence forwarded onto the Minister of Transport in regard to the SH3 Awakino Gorge to Mount Messenger Programme.

Dunlop/Duynhoven

There being no further business the Committee Chairperson, Councillor C S Williamson, declared the Regional Transport Committee meeting closed at 1.30pm.

Confirmed

Chairperson _____
C S Williamson

Date **6 September 2017**

Agenda Memorandum

Date 6 September 2017



**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: 1907367

Purpose

The purposes of this memorandum is to receive (for information) the unconfirmed minutes of the Taranaki Regional Transport Advisory Group (RTAG) meeting held on 16 August 2017.

Recommendation

That the Taranaki Regional Council:

1. receives for information purposes the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on 16 August 2017.

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*.

Legal considerations

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

Appendices/Attachments

Document 1917758: Minutes of Taranaki RTAG meeting 16 August 2017

Taranaki Regional Transport Advisory Group Meeting

MINUTES

Date	Wednesday 16 August 2017 at 9.30am.		
Venue	Taranaki Regional Council, 47 Cloten Road, Stratford		
Present	Matt Richardson (MR)	NPDC	- from 10.30am to 1pm
	Steve Bowden (SB)	SDC	
	Vincent Lim (VL)	STDC	
	Wayne Wallace (WW)	NZTA	
	Paul Murphy (PM)	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	
	Wayne Keightley (WK)	NZTA	
	Richard Ashman (RA)	NZTA	

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <p>Apologies were received as noted above.</p> <p>Following his arrival at the meeting, the group welcomed Matt Richardson as the new NPDC alternate.</p>	
2.	<p>BCA for RLTP - follow-up to ILM workshop with Erik Barnes (via Skype)</p> <ul style="list-style-type: none"> The first part of the meeting was a recap of the ILM and Benefit maps following the ILM workshops held with Erik Barnes on 18 July 2017. The group considered appropriate strategic responses in relation to the benefits identified during the workshops. The group also discussed what KPI's and measures could be used as means to assess progress. Erik will email FR his notes from the session with FR to distribute to the wider group. Members were asked to review the strategic responses that were discussed and test the KPI's and measures to check they are suitable (meaningful, attributable, measureable). FR will ensure the language and wording used in the final RLTP aligns with the ONRC and LTSV. 	<p>FR/ Group</p> <p>FR</p>

Item	Agenda subject	Action
3.	<p>Confirmation of previous minutes</p> <p>The previous minutes of the RTAG meeting held on Wednesday 24 May 2017 were accepted as true and correct.</p>	
3(a).	<p>Matters/actions arising</p> <ul style="list-style-type: none"> • It was confirmed that RA is to be included in all future RTAG correspondence and meeting invites. • DP provided updates on Minor Improvements sites as follows: <ul style="list-style-type: none"> ○ The Safe Roads Alliance team have started minor improvements works on SH3 north. ○ Opus have revised plans for improvements to the SH44 intersection at Moturoa (SH44 / Lawry / South Rd), these will be released for public consultation in September. ○ SH45 / Devon St West Cycling improvements (Belt Rd to Blagdon shops) will be available for public consultation before Christmas 2017. ○ Several geotechnical investigations being undertaken across network to include in network minor improvement programme for 2017/18 year. Group to discuss listing of sites at next meeting, just for their information. 	<p>FR/RS</p> <p>DP</p>
4.	<p>RLTP mid-term review</p> <ul style="list-style-type: none"> • FR noted that she needs to incorporate the ILM language with statutory requirements when making changes to the RLTP. • There was a reminder that draft programmes are due in TIO by 30 September 2017. • The group referred to sections of the current RLTP for discussion: <ul style="list-style-type: none"> ○ Section 4.5 - Statement of regional transport priorities: There was brief discussion around some possible minor wording changes, however no specific decisions were made as further work on finalising the ILM is required first. ○ Section 5.1 - Proposed 'business as usual' activities: The group agreed information required will be taken directly from TIO; to note the change in language from 'Minor Improvements' to 'Low Cost Low Risk'; and that 'Taranaki Road Safety Promotion' and the 'Connector Bus Service' should also come under this category in future. ○ Section 5.2 - Prioritisation process: FR spoke to a draft change of wording for this section, to align it with the draft IAF 2018 which includes a change from a 3-factor to 2-factor assessment. The Group agreed with FR's recommendation that the regional prioritisation process follow the same 4-step process as previously – with an assessment against regional objectives and priorities being used as an additional criteria alongside NZTA's national criteria to determine the final regional order of priority. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> ○ Section 5.3 – Proposed ‘regionally significant’ activities: FR questioned if the activities that are already underway can be moved from the priority list to the Committed Activities list. WW confirmed he would need to confirm what stage each project is at before a decision can be made about this. Education for active modes (Let’s Go) now falls under Road Safety. The question was raised should road safety promotion still be an itemised project or fall under BAU? It was noted the LED streetlight conversions can be removed from the list with further projects possibly coming out of the SHIP. Some improvements for SH43 have been included under Minor Improvements with DP advising it needs to remain on the Wish List until further direction is received in this space. SDC and STDC advised it is unlikely they will have any further projects over \$1M in the next three years; NPDC will get back to FR. ○ Section 5.8 – Activities included for future consideration: FR advised that this is the region’s wish list and while not required by law it adds strength to the final document. The wish list projects put forward need to relate back to the problem statements identified in the ILM workshops. Tourism and resilience need to be given more weight as this is where the funding streams are heading. FR will change the wish list to a regional table and will show how each project relates back to the problem statements. RCA’s were asked to email FR with their wish list projects and any comments. ○ FR queried whether it would be beneficial to include a map of HPMV routes and ONRC classifications, however, there was uncertainty around the accuracy of the current maps within MapHub. FR requested the RCA’s send her a list of their key routes and emerging tourism routes with a view to mapping them. FR noted to ensure all members have the same understanding of the term ‘key route’ a definition or listing will need to be developed. ○ WW was asked to gather further information on the National Enhanced Resilience project and report back to the group at a future RTAG meeting. ○ Walking and cycling will now be part of Minor Improvements so there is no longer a need for a regional project. 	<p>WW</p> <p>MR</p> <p>MR/SB VL/FR</p> <p>MR/SB VL/FR</p> <p>WW</p>
5.	<p>RTC meetings</p> <ul style="list-style-type: none"> ● Discussion held on likely agenda items for the 6 September 2017 RTC meeting: <ul style="list-style-type: none"> ○ NZTA Regional Report to include update on Waitara to Bell Block ○ Barry Dowsett will provide an update on CMP’s ○ NZTA update on the Speed Management Guide ○ Road Safety update by Marion Webby and Robbie O’Keefe ○ Update on SH3 AG2MM corridor improvements ○ NZTA presentation on Mobility as a Service specific to Taranaki ○ SH43 report and progress of joint statement ○ General correspondence 	

Item	Agenda subject	Action
6.	<p>Updates from NZTA</p> <ul style="list-style-type: none"> • Organisational changes have been made as part of NZTA's 'Transformation Project'. WW, PM and DP have kept their current position titles at present but have changed work streams with WW falling under strategy, policy and planning while PM and DP are part of the systems, designs and delivery team. Taranaki is now part of the upper North Island but operations will still be based out of Palmerston North. • CMP's on the Taranaki state highways are still not available (FR received drafts via email later on in the meeting and will distribute to members). • NLTP still progressing, the feeling is that work in this space will intensify following the election and the sign off on the 2018 GPS. • Changes to the RLTP can be made up until March 2018. • AG2MM – there has been very little media coverage of the Safe Roads Alliance safety improvements that are well underway. The question was raised if RTC could bring attention to the positive work that is taking place. • SPR Funding is still set to decrease from next year – though the level/pace of the reductions down to base FAR is still not finalised. • Possible changes to STE funding from 2018. PM is aware that some information has been released but he is unsure of the changes at this stage. • NPDC will follow up with the AG2MM team in relation to upgrades at the Ahititi STE site. The AG2MM team has previously indicated they are keen to work with NPDC on a solution. 	<p>FR</p> <p>FR</p> <p>PM</p> <p>MR</p>
7.	Round table updates	
8.	<p>STDC (VL)</p> <ul style="list-style-type: none"> • The Rotokare Rd/SH3 intersection upgrade is underway. • Eltham bus shelter issue is ongoing however a trial starting later on this month will see the bus stops moved. • Hawera to Normanby pathway still a focus, an agreement has been reached with KiwiRail, the next step will be a discussion around funding. Extending the pathway from Hawera to NP is the ultimate goal. • Countdown has been granted a resource consent to build a new supermarket which will have roading implications for STDC. 	
	<p>SDC (SB)</p> <ul style="list-style-type: none"> • The Whangamomona Road matter is still ongoing with questions being raised around levels of service, funding, legal minimum standards and requirements for maintenance. The focus is on ensuring it remains a tourist route. Once the matter has been resolved a bylaw will be created to enable the road to be closed down allowing for maintenance to take place. Funding is an issue with an approximate \$500k needed. • The proposed chicken farm on Radnor Road is still progressing through the 	

Item	Agenda subject	Action
	<p>resource consent process.</p> <ul style="list-style-type: none"> • Kingheim Estate – SB unsure if SDC will have enough time to submit a funding request to MBIE for the carpark. • Walking tracks at Whangamomona still being investigated. • Carpark at the plateau will be finished this financial year. • A number of weather related issues such as slips, fallen trees and snow have been keeping SDC contractors busy. • The new veranda over the butchers shop on Broadway has been completed. Councillors now have to decide if they want to convert the rest of the verandas along Broadway. • Part of the <i>Stratford 2035 – Making it Real</i> project will see the ANZ building demolished. Black Bull Liquor is vacating from their premises on Miranda Street and a decision will be made if this is to be demolished as well. • Architects are investigating options to update Broadway such as new seating, landing areas etc. 	
	<p>TRC (FR)</p> <ul style="list-style-type: none"> • SH43 advocacy work – The SH43 report by Abley Transportation Consultants, which TRC commissioned, has now been released and is available on the TRC website. The Joint Statement on SH43 has been circulated through each of the six councils via transport managers, and will be sent out for formal endorsement next week. • Preparations for next RTC meeting well underway, with a range of presenters. • The Blue Water Highway concept has been raised again as part of TREDs work. • A Mt Messenger Bypass Q&A Session was provided on 27 July at VTT for interested members of the RTC / RTAG / SH3WP. • Work has begun on drafting the <i>RLTP Annual Monitoring Report for 2016/17</i>, but FR has deferred sending it out for Group input due to higher priority workloads being experienced by the Group at present. This will be emailed out in due course and completed in time for the November 2017 RTC meeting. • NP has been classified as a high growth area which will mean additional work moving forward for NPDC and TRC. • Current focus is on the RLTP review. • The review of the Regional STE Strategy, which has been on hold since early 2017, will become the focus once the RLTP has been completed, with a draft for internal review due before July 2018. While there are some calls for further disposal sites (most specifically south of Mt Messenger and around the coast), there are still minimal if any complaints received regarding STE these days. • The review of the Regional Walking and Cycling Strategy, which has also been on hold, has been re-programmed to commence before July 2018. • FR noted need to provide support to Waikato RC in future to ensure that 	<p>RS</p> <p>FR</p>

Item	Agenda subject	Action
	realignment of Bexley Curve on SH3 (which was determined too costly for inclusion within the Corridor Improvements shortlist of options).	
	<p>TRC (CC)</p> <ul style="list-style-type: none"> • Total Mobility swipe cards and the Ridewise database are now live. • Tenders being assessed for the Waverley to Hawera bus service. The service will continue to run weekly on a Thursday, and a Tuesday service will be introduced on a trial basis. • Work is progressing on the regional electronic ticketing system consortium. 	
	<p>NZTA (DP)</p> <ul style="list-style-type: none"> • Surfacing options being considered for Smart Road to Vickers Road. • Surfacing repairs (mill and fill) on Mt Messenger in progress. • Efficiency options being investigated at the SH45/Wairau Road and the SH3/Smart Road intersections. • SH44 Moturoa intersection upgrade options will go out for public consultation in September. • Options for SH43 still being considered. • Downers are under some urgency to complete works in Stratford and Eltham. • A meeting is being held tomorrow between NPDC and NZTA on Smart Road to Vickers Road. • Conway Street in Eltham is being fixed. 	
8.	<p>General Business</p> <ul style="list-style-type: none"> • Visiting Drivers Project information was emailed to members. FR will email Marion Webby to follow up on the progress of this. • A discussion was held around SH3 NP to Inglewood being identified on the "AA's 10 worst sections of road" list that was in the media recently. • NZTA are holding a regional workshop on speed management in September where they will demonstrate their new online tool – the 'Safer Journeys Risk Assessment Tool'. This will be held at TRC with the date TBC. 	FR RS
9.	<p>Next meeting</p> <ul style="list-style-type: none"> • Rescheduled to Wednesday 20 September 2017. <p>Meeting closed at 1.45pm</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
ILM	Investment Logic Mapping
LOS	Levels of Service
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
DC	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
VDAM	Vehicle Dimensions & Mass
WAC	Walking Access Commission

Agenda Memorandum

Date 6 September 2017



**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: 1907376

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 note and receive the outputs from the Investment Logic Mapping (ILM) process undertaken as part of the interim review;
- to seek support of minor changes proposed by the interim review to the –
 - strategic policy framework in Section 4
 - structure for the programme of activities within Section 5
 - prioritisation process to follow for any regionally significant works.

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 April 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 ILM process undertaken, and seeks support of resulting minor policy and structural changes to the RLTP.

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. notes that an externally-facilitated Investment Logic Mapping process has been undertaken with key stakeholders as part of the review of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*

3. receives the investment relationship maps created as part of the Investment Logic Mapping process undertaken for the mid-term review of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*
4. agrees to the minor changes proposed to the strategic policy framework within the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*
5. agrees to the proposed structure for the programme of activities within the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* Plan and the proposed prioritisation process to follow for any significant works.

Background

The interim review of the RLTP needs to be completed by the end of April 2018, so that any updates to the programme of activities can feed into the three-year National Land Transport Programme that will be published in July 2018 (NLTP 2018-21). The process for the three-year review of RLTPs is not prescribed under the *Land Transport Management Act 2003*, however guidance has been provided by the NZ Transport Agency.

Overall, the RLTP is functioning well in its current form, and there is no apparent reason for major changes at this time – noting that a full review of the Plan will be undertaken in the last year of the current plan, being 2020/21.

However, there is a need to ensure that the NZ Transport Agency requirements regarding the principles of the Business Case Approach (BCA) are better applied; and the opportunity exists to update/strengthen areas of the Plan relating to resilience, tourism, and technology to better recognise arising pressures and opportunities.

Naturally, the ‘programme’ components of the Plan relating to the three years from 1 July 2018 to 30 June 2021 will also be updated in order to apply for funding from the NLTP 2018-21.

The review must be completed and changes submitted to the Transport Agency by 30 April 2018. An updated broad timeline for the review, alongside key national level and local planning dates, is provided in **Attachment I**.

Review of strategic policy framework

Investment logic mapping process

One of the first steps of the BCA process with regard to the Plan is to ascertain if the principles, benefits and outcomes sought as reflected in the existing RLTP have remained the same or have changed. The BCA encourages holding ILM structured workshops with key stakeholders under the guidance of an independent qualified ILM facilitator. ILM workshops put the emphasis on gaining a clear understanding of the problem (or opportunity), the consequence of the problem and the desired benefits – before looking at possible solutions.

An approved facilitator, Erik Barnes, Managing Director of Auxilium Ltd, was engaged to run a two-part structured ILM workshop with key stakeholders, including members of the RTC and RTAG.

In applying investment logic and benefit mapping to RLTP reviews, the main questions to be answered during these sessions were:

- What are the problems (or issues) relating to land transport that the region faces?
- Is there evidence to confirm both the cause and effect of the problems?
- What benefits can the region expect to achieve in successfully responding to the problems?
- How will the benefits be tracked and measured?

The output of the workshops are a single-page depiction of the problems and the benefits and their relationship to one another. This is in the form of a map: the ILM.

Additionally a benefit management plan is produced, which is another single page document that defines the prerequisites for the delivery of each expected benefit. The benefit management plan considers how success will be measured, for example by identifying Key Performance Indicators (KPIs) and what measures are available for these.

The workshops were held on Tuesday 18 July 2017, with 15 participants including representatives of the four councils in the region, the NZ Transport Agency, Venture Taranaki, the NZ Police, the Road Transport Association, and the Automobile Association. Refinement of the Problem and Benefit statements was completed via email discussions afterwards.

A follow-up video conference session was held with the RTAG on 16 August 2017, to help develop the strategic responses to the confirmed Problem and Benefit statements, and work on refining suitable KPIs and Measures. These too were subsequently refined via email discussions.

The relationship maps resulting from the ILM process are attached for Members' information, along with a summary of proposed resulting changes to the Plan's policy framework:

- **Attachment II** – Taranaki regional transport **Investment Logic Map**
- **Attachment III** – Taranaki regional transport **Benefit Map**
- **Attachment IV** – Taranaki **RLTP policy framework summary** noting proposed changes

Outcomes of the ILM process

This ILM work is a key feeder into the RLTP mid-term review, with the ILM process helping to test the Plan's strategic policy framework at a high-level. Overall:

- While some different wording/grouping came through in the ILM Problem and Benefit statements, the key themes were unchanged. This effectively checked and reconfirmed the general strategic direction of the Plan.
- The strategic policy framework of the Plan remains valid and fit-for-purpose. It is recommended that the current policy framework be largely retained (refer to **Attachment IV**). This will be reconsidered when the full review is undertaken during the final year of the current Plan (2020/21).
- It is proposed that some minor changes be made to the Policies within this framework to strengthen and/or add focus to specific areas which have become more pertinent since the Plan was developed – refer to the proposed changes tracked in **Attachment IV**.

- The KPIs and Measures identified in the Benefit Map (refer **Attachment III**) be used to assist with Monitoring performance in years 4,5 and 6 of the Plan.

Programme of activities for funding

Regional 'programme' of activities

It is proposed to continue with the basic structure of this section of the Plan.

Business as usual activities

The core of the programme component of the RLTP is the 'business as usual' activities – maintenance and minor improvements of the road network, existing public transport services, and general planning work. Under the Plan's significance policy, these are included automatically within the Plan without being prioritised by the Committee, as these activities are considered a continuation of the yearly programme of work and therefore more status quo in nature. They would default to the highest possible priority as they endeavour to maintain the region's base land transport assets and services.

For 2018-21 period, it is proposed to move the Connector Bus Service and the Road Safety Promotion activities into this core category.

Regionally significant activities

The current RLTP separated the Accelerated Regional Rooding Package (ARRP) projects, without prioritising them as the funding source was outside of the National Land Transport Fund (NLTF) and details of the projects were minimal at the time.

For the 2018-21 period, it is proposed to combine ARRP works within the main listing of activities, simply noting the expected funding source as Crown funded where appropriate.

Presently, it is unclear what new projects may come into this category of regionally significant activities. The majority of significant projects are already underway, in which case they come under the 'Committed' category of the Plan. Additionally, the threshold for the Minor Improvements category (now known as 'Low Cost Low Risk') has been increased nationally from \$300k to \$1M per project, which means that a greater number of improvement works will now be considered minor and not require prioritisation.

Investment Assessment Framework (IAF)

The IAF is the way the NZ Transport Agency assesses proposals for funding. The Transport Agency cannot fund every proposed activity, project and programme, so the IAF helps prioritise spending allocation from the NLTF.

The IAF assesses all applications for funding approvals, including applications by the Transport Agency. The IAF assesses whether the proposed solution is a priority for government (whether it matches the GPS), whether it meets a customer need, and whether it is cost-effective.

For the 2018-21 NLTP, the draft IAF has moved from a three-factor to a two-factor assessment being:

- Results alignment – which assesses how closely a proposal aligns with government strategies and rates it Very High, High, Medium, Low; and

- Cost-benefit appraisal – which helps assess value for money (for improvements it gives a score to represent their benefit-cost ratio, and for continuous programmes, it uses efficiency benchmarking for a rating of Very High, High, Medium, Low).

The assessment result leads to a **national** investment profile, which the Transport Agency uses to prioritise funding.

Prioritisation of ‘regionally significant’ activities

The RTAG has considered the process to follow for **regional** prioritisation of any projects that may be proposed for inclusion in the 2018-21 period of the Plan. The RTAG recommends that the regional prioritisation process follow the same four-step process as previously, with the necessary adjustment for the new IAF (which will be confirmed post General Election).

Essentially, as previously, an assessment against regional objectives and priorities will be used as an additional criteria alongside NZTA’s national criteria to determine the final regional order of priority.

A draft regional prioritisation process is provided in **Attachment V**.

Currently, no advice has been received of regionally significant projects being put forward for funding in the 2018-21 period, and therefore no initial listing of projects for prioritisation is available at this time. This will come before the Committee at its meeting in November, after organisations have entered all their projects in Transport Investment Online (TIO) for collation into the regional programme.

Other matters

Regional wish list

Currently the Plan includes a section of ‘**Activities included for future consideration**’, which is essentially the region’s wish list. The programme of activities within the Plan can only include those put forward for funding within the Plan’s lifetime. This does not give a full picture of the range of other worthwhile potential projects which need to be considered should the opportunity arise. The ‘wish list’ has proven a useful tool in signalling the region’s land transport concerns and aspirations.

It is proposed to strengthen this area of the Plan, expanding the table of projects to include matters raised by the Civic Leaders Forum and in the Make Way for Taranaki economic development workstream. Additional columns will be added to demonstrate how these other projects would contribute to regional policy objectives should they go ahead.

Key routes – freight, lifeline and tourism

It is proposed to include a new section within the Plan to more clearly identify key transport routes throughout the region and their functions – be they freight, lifeline and/or tourism in focus. Part of this work will be to define the term ‘key route’ which is referred to in the new KPIs (refer **Attachment III**), noting that these do not readily link to ONRC definitions.

Next steps – timeline and engagement

The review must be completed and changes submitted to the Transport Agency by 30 April 2018. An updated broad timeline for the review, alongside key national level and local planning dates, is provided in **Attachment I**.

The timeline sees Committee approval of a draft revised RLTP in November, including prioritisation of any regionally significant projects, to allow targeted consultation (with representatives of land transport users and land transport providers) by email thereafter.

As previously noted, full public engagement on the RLTP review will only be required if any changes made to the Plan are considered to be significant. The RLTP significance policy will guide this decision. The timeline allows sufficient time for public engagement should the need eventuate.

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*.

Legal considerations

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

Appendices/Attachments

- Within document: Attachment I – Timeline for Taranaki RLTP Mid-term Review
- Document 1915230: Attachment II – Taranaki transport Investment Logic Map Aug2017
- Document 1915229: Attachment III – Taranaki regional transport Benefit Map Aug2017
- Document 1923288: Attachment IV – Taranaki RLTP policy framework noting proposed changes
- Document 1924384: Attachment V – Proposed process for prioritising regionally significant projects

Attachment I — Timeline for Taranaki RLTP mid-term review

Timeline for Taranaki RLTP Mid-term Review

Key linkages and dependencies	Jan2017	Feb2017	Mar2017	Apr2017	May2017	Jun2017	Jul2017	Aug2017	Sep2017	Oct2017	Nov2017	Dec2017	Jan2018	Feb2018	Mar2018	Apr2018	May2018	Jun2018	Jul2018	
2018 Government Policy Statement (GPS)		Draft GPS engagement				Final GPS ready			General Election (23Sep)	Final GPS released?										
2018 Investment Assessment Framework (IAF)			Draft IAF engagement									Final IAF released?								
Long Term Strategic View (LTSV)			Draft LTSV engagement																	
2018 National Land Transport Programme (NLTP)								1st AO drafts (31Aug)	2nd AO drafts (midOct)							Close off	Developing NLTP		Release	
2018 Council Long Term Plans (LTPs)						LTP planning														
Taranaki Regional Economic Development (RED)		RED Strategy preparation						RED Strategy release		Developing RED Action Plans										
Mid-term review outline	Jan2017	Feb2017	Mar2017	Apr2017	May2017	Jun2017	Jul2017	Aug2017	Sep2017	Oct2017	Nov2017	Dec2017	Jan2018	Feb2018	Mar2018	Apr2018	May2018	Jun2018	Jul2018	
Preparation for RLTP review including embedding of BCA & ONRC into AMPs																				
Review strategic front end of RLTP in light of sector changes & new requirements from NZTA																				
Undertake Investment Logic Mapping process with key stakeholders							Workshop 18Jul													
Update strategic front end of RLTP																				
Approved proposed revision of strategic policy framework (front end) of RLTP								RTAG 16Aug	RTC 6Sep											
Development of draft programmes by AOs - drafts input into TIO by 30 Sept									TIO input 30Sep											
Development of regional programme																				
Development and approval of revised draft RLTP including prioritisation of significant activities										RTAG 18Oct, 9Nov	RTC 29Nov									
Consultation on draft RLTP - targeted anticipated (full consultation if significance policy triggered)												Consultation likely 8Dec-9Feb								
RLTP hearing (if required) & deliberations																Hearing?				
RTC approval of reviewed RLTP														RTAG 21Feb, 14Mar	RTC 28Mar					
Council adoption of revised RLTP, fwd to NZTA																		TRC by 30 Apr		

We are here

Taranaki Regional Transport Network

Taranaki Regional Transport

Developing a resilient transport network capable of meeting current and future growth demands for national and regional benefits.



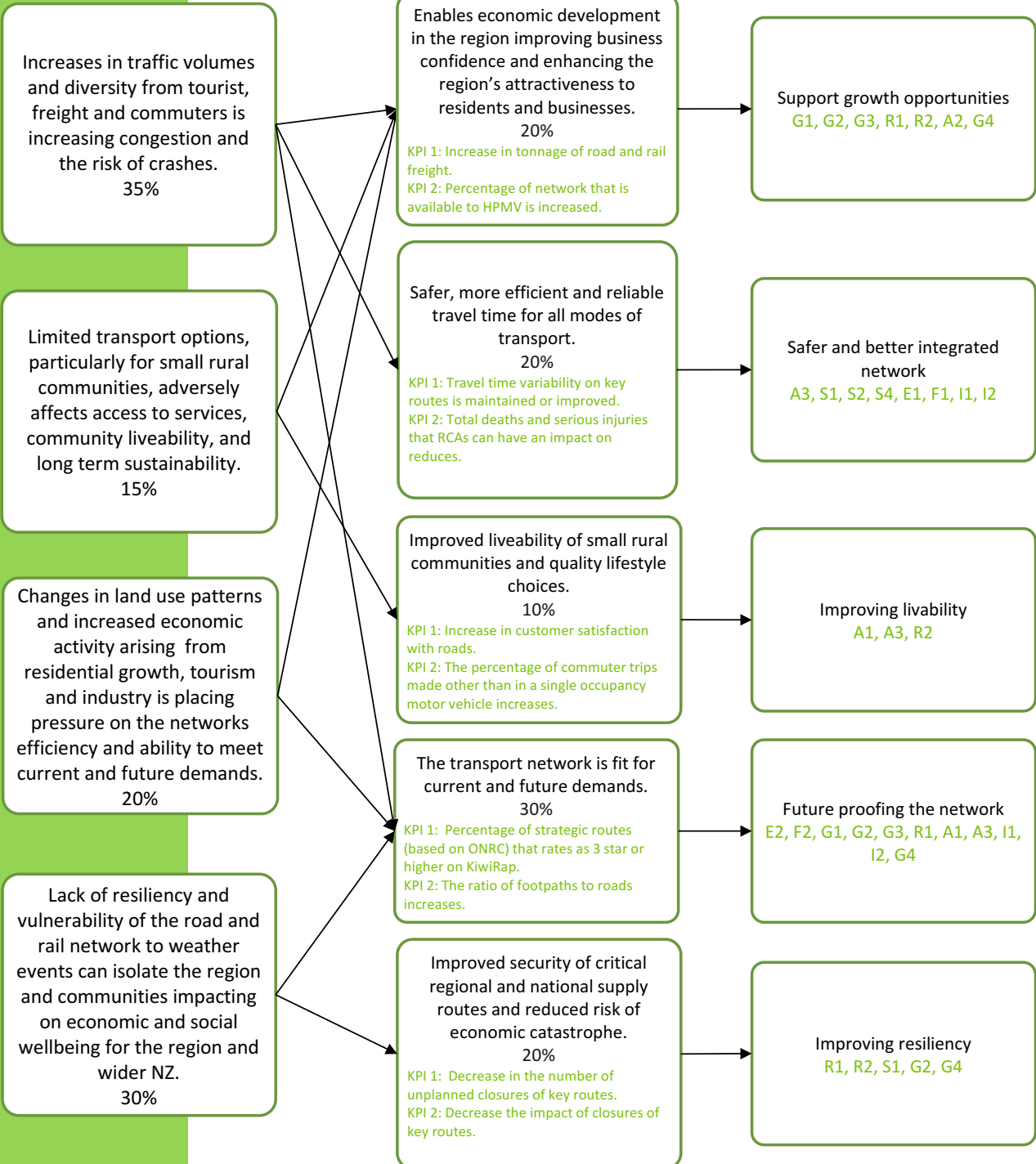
INVESTMENT LOGIC MAP

Programme

PROBLEM

BENEFIT

STRATEGIC RESPONSE



Investor: Taranaki Road Controlling Authorities
Facilitator: Erik Barnes
Accredited Facilitator: No

Version no: 2.0
Initial Workshop: 18/7/17
Last modified by: Erik Barnes 27/8/17
Template version: 5.0

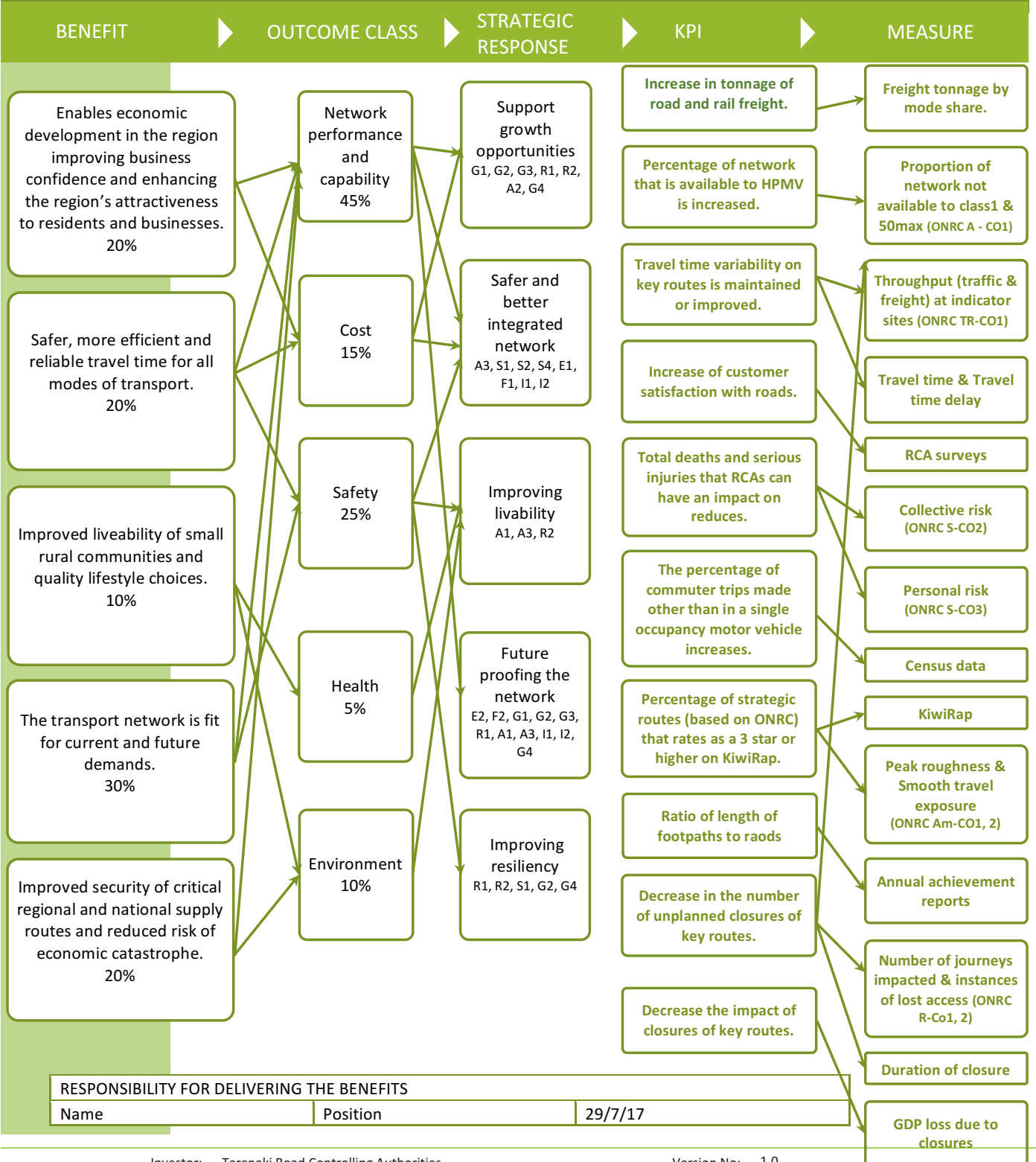


Taranaki Regional Transport Network

Taranaki Regional Transport

Developing a resilient transport network capable of meeting current and future growth demands for national and regional benefits.

Benefit map



RESPONSIBILITY FOR DELIVERING THE BENEFITS		
Name	Position	29/7/17

Investor: Taranaki Road Controlling Authorities
 Facilitator: Erik Barnes
 Accredited Facilitator: No

Version No: 1.0
 Initial workshop: 18/7/17
 Last modified by: Barnes 27/8/17
 Template version: 5.0

Attachment IV – Taranaki RLTP policy framework summary noting proposed changes

#	Issues	Objectives	Ref	Policies
1	Ensuring a regionally and nationally integrated transport network	An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness.	I1	Take a one network approach to managing the transport system.
			I2	Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner.
2	Facilitating growth and economic development	An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.	G1	Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.
			G2	Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.
			G3	Ensure those roads in the region serving tourism and the productive sector are fit for purpose.
			G4	<u>Protect and promote the existing rail corridors.</u>
3	Reducing the safety risk on Taranaki’s transport network	A safe transport network increasingly free of death and serious injury.	S1	Promote infrastructure improvements on strategic corridors.
			S2	Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users.
			S3	Support the aims of <u>Safer Journeys and</u> Roadsafe Taranaki.
			S4	<u>Support the aims of Safer Journeys.</u>
4	Maintaining and improving accessibility and travel options throughout the region	A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.	A1	Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services.
			A2	Optimise existing capacity in the transport network through travel demand management measures <u>and improved use of technology.</u>
			A3	Ensure a range of travel options are available to the region’s residents.
5	Ensuring network resilience and responsiveness in the context of internal and external pressures	A land transport system that is robust, responsive to changing needs and resilient to external influences.	R1	Improve the resilience of transport infrastructure, <u>particularly to geological risks and the impacts of climate change.</u>
			R2	Protect routes with lifeline functions.
6	Reducing negative environmental and community impacts arising from transport	An energy efficient and environmentally sustainable land transport system.	E1	Ensure transport efficiencies, promote alternative modes and manage transport demand.
			E2	<u>Encourage development of infrastructure and technology that promotes the use of alternative vehicle types (e.g. electric vehicles).</u>
7	Addressing these issues in an environment of constrained funding and affordability yet rising costs.	An adaptable and flexible approach to managing and developing the land transport system that optimises funding options to best meet the needs of the region in an affordable way.	F1	Maximise efficiency and optimisation of existing capacity across the transport system.
			F2	<u>Ensure road standards are developed to meet ONRC requirements and support land use change</u> Adopt a level of service (road classification) management approach.

Attachment V – Proposed process for prioritising regionally significant projects

5.2 Prioritisation process

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

The Committee adopted the following process for this:

1. Significant activities to be prioritised

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

2. Assessment against the Transport Agency's national criteria

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

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

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

3. Assessment against regional objectives and priorities

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

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

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

4. Order of priority of significant activities

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

The resulting order of priority of the significant activities proposed in this Plan is given in Table 5.

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

Agenda Memorandum

Date 6 September 2017



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

Subject: NZ Transport Agency Regional Report

Approved by: M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

Document: 1911425

Purpose

The purpose of this item is to provide an opportunity for NZ Transport Agency representatives to update Members on Agency activities.

Recommendation

That the Taranaki Regional Council:

1. receives and notes the Regional Report from the NZ Transport Agency dated 6 September 2017.

Background

Attached to this memorandum is the Quarterly Report from the NZ Transport Agency to the Taranaki Regional Transport Committee, dated 6 September 2017.

Ross I'Anson (Manager System Management – Manawatū-Whanganui & Taranaki) will speak to this agenda item, as Parekawhia McLean's alternate.

As part of this item, Barry Dowsett of the NZ Transport Agency's Hamilton office will provide an overview of the Corridor Management Plans (CMPs) that have been undertaken on the state highways throughout the region.

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*.

Legal considerations

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

Appendices/Attachments

Document 1920597: NZTA Regional Report to RTC – September 2017

Transport Agency Quarterly Report to Taranaki Regional Transport Committee

6 September 2017

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1. Transformation	2
2. Long Term Strategic View	2
3. National Land Transport Programme	3
4. State Highway Investment Proposal	3
5. Land Transport Rule: Setting of Speed Limits (2017)	4
6. Corridor Management Plans	4
7. Heavy Electric Vehicles	5
8. Taranaki Update	5

1. TRANSFORMATION

The Transport Agency has recently undergone some changes to make sure we are better positioned to respond to the rapid changes technology is bringing to the way we move and increasing customer expectations of a connected transport system.

Our transformation will enable us to work even closer with our stakeholders and partners to deliver a transport system that provides great journeys that keep New Zealand moving. We have refreshed our strategy to ensure we are developing one transport system that is safe, well connected and works for everyone; our services are people-centred so everyone finds it easy to do what they need to; and that our partnerships unlock the social and economic prosperity of our communities.

To set ourselves up to deliver on this new strategy, we've introduced a new structure. The changes we've made mean we are better positioned to work more effectively with our stakeholders and partners to make the most of the future opportunities for New Zealand.

More information about our structure can be found on our website <http://nzta.govt.nz/about-us/about-the-nz-transport-agency/our-structure/>

2. LONG TERM STRATEGIC VIEW

An updated draft of the Long Term Strategic View (LTSV) for transport will be published towards the end of 2017. We are currently incorporating feedback from the May draft and appreciate the meaningful thought and input from local authorities, other transport partners and stakeholders. The draft LTSV was developed in response to calls from the transport sector for a 'big picture' conversation about current and future developments – its outlook is a 30-year timeframe.

Feedback from the May draft has included:

- Desire for more sector engagement if the LTSV is to become a true 'shared view'



- Further work to align with key themes emerging from local growth planning, business cases and RLTP development processes
- Updating of data to reflect the latest forecasts
- The need for a more system-wide view, incorporating rail, public transport, walking and cycling
- A clearer message that flags future investments are not cast in stone
- Greater emphasis on land use and transport integration
- Greater clarity on how the LTSV fits into the broader planning and investment frameworks.

3. NATIONAL LAND TRANSPORT PROGRAMME

The next round of National Land Transport Programme (NLTP) dialogues is due for release in September 2017. The dialogues will build on the common feedback themes from the LTSV, include a summary of the feedback received on the redesigned Investment Assessment Framework, and provide an update on the Business Case Approach e-learning resources being released to the sector in advance of preparation of funding bids.

If you have any questions/comments or would like any further information on the NLTP please email nlt@nzta.govt.nz

4. STATE HIGHWAY INVESTMENT PROPOSAL

We are engaging with local government on proposed activities in the State Highway Investment Proposal (SHIP) at the officer level, through existing advisory groups across all regions. We are underway with programming and national moderation of the proposed activities, which will be released in draft form in early September 2017, for RTCs to consider and adopt.

5. LAND TRANSPORT RULE: SETTING OF SPEED LIMITS (2017)

Consultation on the draft Land Transport Rule: Setting of Speed Limits (2017) closed on 16 June 2017. All submissions have been thoroughly considered and the final version is now with the Associate Minister of Transport.

As drafted, the new Rule modernises the process for setting speed limits and encourages Road Controlling Authorities to focus speed management toward high benefit opportunities on the network. It will:

- Replace Speed Limits NZ (SLNZ), which reflects a 1960s methodology, with a new approach incorporating new technology and data to assess on- road risk
- Apply the intent of the Speed Management Guide released in November 2016 and the use of the information in the Safer Journeys Risk Assessment Tool maps
- Ensure a more consistent approach to speed limit setting and speed management that continues to ensure communities and stakeholders are able to contribute to decisions that will help make travelling by road safer and more efficient
- Introduce flexibility to the requirements on the placement of reminder (or repeater) speed limit signs
- Allow Road Controlling Authorities to set emergency speed limits following a crisis, such as an earthquake or storm. This will allow for immediate speed limit changes when there is risk to the public.

The new Rule also allows a maximum speed limit of 110km/h on our very best roads, recognising some modern roads can be safely driven at this speed. It's important to remember that the limit will only be increased on roads which can support higher travel speeds without compromising safety. These roads will be designed, constructed, maintained and operated to the necessary standards for a 110km/h travel speed. At present only state highways are likely to meet these standards.

6. CORRIDOR MANAGEMENT PLANS

The draft Corridor Management Plans are available for consultation with transport partners and key stakeholders. Copies of the draft plans have been supplied to the Regional Transport Advisory Group and we have a presentation to give at the RTC meeting.

7. HEAVY ELECTRIC VEHICLES

From 1 September 2017, heavy electric vehicles are exempt from paying road user charges (RUC), offering a significant cost reduction to operators. The exemption will be in place until heavy electric vehicles make up two per cent of New Zealand's heavy vehicle fleet. Light electric vehicles are already exempt from RUC until 31 December 2021.

Given these substantive savings, switching to electric not only demonstrates environment leadership but will provide organisations with lower fuel and maintenance costs.

8. TARANAKI UPDATE

Normanby Bridge Realignment

Officially opened in February 2017, the two year project provided a new railway bridge, removed the old railway bridge and widened the road to three lanes along most of the route. Drainage and signage were also upgraded and the road alignment is now safer for all road users.

During construction, significant archaeological sites were discovered. After communicating with local iwi and hapu, the project was expanded to recognise the historical significance of the archaeological site. Work has begun on a new New Zealand Wars memorial in the old car park area to recognise the significance of this site. The memorial will include an image of Kumeu (steel archway), two steel gateway structures (pou), a historical information board and memorial site rock carvings. The memorial site is due for completion in October 2017.

Vickers to City

Surfacing options on Vickers Road to Smart Road are currently being assessed and alterations to the annual plan will be submitted when options have been decided. Options for a dedicated left turn bay at Ravensdown subdivision/Smart Road are being assessed with land to be acquired. It is unlikely that both of these options will be undertaken at the same time.

Bell Block to Waitara

The business case for State Highway 3 between Bell Block and Waitara has been split into two distinct detailed business cases: State Highway 3A intersection to Bell Block; and Waitara to the State Highway 3A intersection. Both detailed business cases are now underway.

Strategic traffic modelling of the Bell Block section is drawing to a close. This model will support the high level direction for the development of this section of the network, allowing us to refine our investigations at specific intersections. Work on the Waitara section is progressing well with a focus on making sure the outcomes for both sections are aligned. In the meantime we continue to work closely with officers from the New Plymouth District Council.

New Plymouth to Hawera

Following an assessment of the strategic case, the programme is now proceeding as a detailed business case through Safe Roads, targeting safety outcomes. Safe Roads are also taking a wider look at the corridor to understand the requirements to improve efficiency and resilience and have now resourced and initiated the Detailed Business Case phase. A project update is expected in December 2017.

SH43 Forgotten Highway

We have looked into options for sealing the unsealed section of State Highway 43 in the past. However, relatively low traffic volumes did not make the seal extension project viable at that point. However being mindful of the signals around tourism in the new Government Policy Statement, we will make sure that we will review the options as part of the new National Land Transport Programme 2018- 21.

In the interim we will look at options to accelerate the investigation of options and report back. Bringing forward any investigation into this NLTP would require a variation to the Taranaki RLTP.

Awakino Gorge to Mount Messenger

An update will be provided at the RTC meeting.

Area Wide Pavement Treatment and Resurfacing Programme

The 2016/17 Area wide pavement treatment has been completed. The maintenance resurfacing programme is 86 per cent complete.

Minor Improvements Programme 2017/2018

The Minor Improvements Programme has \$2.6 million allocated across 19 projects this financial year. It includes both safety and efficiency projects. Additional projects and funding may become available during the course of the year.

We are currently working on a three year programme for the region (2018- 2020) which will allow larger projects to be completed in the Minor Improvements category.

Reinstatement works following June 2015 Severe Weather Event

State Highway 43 sites were expected to be completed by June 2017, however due to weather events there have been delays.

Four sites are now nearing completion, these are Pohukura Saddle underslip, Whangamomana Saddle East 1, Whangamomana Saddle East 3 and Tahora Saddle underslip. Fine weather is needed so the sites can dry out and be seal coated. Whangamomana Saddle is currently being backfilled and is due for completion early September 2017 (weather dependant).

There are three further sites to be started, and these are expected to get underway during the summer period. Strathmore Saddle underslip is currently on hold while negotiations are undertaken with adjacent property owners. Te Maire underslip has also been put on hold until the summer months as excessive ground water was encountered during establishment works.

Agenda Memorandum

Date 6 September 2017



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

Subject: New approach to speed management

Approved by: M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

Document: 1911436

Purpose

The purpose of this item is to provide an opportunity for NZ Transport Agency representatives to update Members on the new approach to speed management in New Zealand, including the *Speed Management Guide* and related activities.

Recommendation

That the Taranaki Regional Council:

1. receives and notes the presentation on the *Speed Management Guide* and the new *Setting of Speed Limits Rule 2017* by the NZ Transport Agency.

Background

The NZ Transport Agency is taking a new approach to speed management in New Zealand. The Agency has developed new nationally consistent datasets on speed and road risk and made these available to Road Controlling Authority (RCA) technical staff through an online geospatial tool.

The aim is to have a consistent and evidence-based approach that is supported by community engagement and better conversations on road risk. A range of resources and tools have been developed to support this new process, and to support RCAs have these conversations with their communities and key stakeholders.

Members will receive a presentation on this new approach to speed management, including the [Speed Management Guide](#) which was released in November 2016. It introduced a national framework to help RCAs make informed, accurate and consistent speed management decisions in their communities.

The objectives of the Guide are to:

- ensure a consistent sector-wide approach to manage speeds so they are appropriate for road function, design, safety and use and the surrounding land use.

- support RCAs to identify and prioritise parts of their networks where better speed management will contribute most to reducing deaths and serious injuries, which also support network efficiency.
- support RCAs to have better conversations and engagement in their communities, improving community understanding for speed management activities and the concept that not all roads are safe as each other.

The new approach does not encourage wholesale changes to speed limits, but to prioritise high benefit areas that improve both safety and economic productivity:

- recognises that speed management, implemented correctly, saves lives and increases efficiency
- places a strong emphasis on engagement, incorporating tools and examples of best practice.

Further information is available at www.nzta.govt.nz/safety/speed-management-resources/.

Setting of Speed Limits Rule

To support the guide, the new *Setting of Speed Limits Rule 2017* comes into force on 21 September. It establishes a new speed setting mechanism that is focused on helping RCAs set safe and appropriate speed limits, in particular areas where there are high benefit opportunities identified in the online tool.

The new Rule modernises the approach to speed management and contains the following key changes from the previous speed limit setting process (called *Speed Limits NZ 2003*):

- A new obligation for the NZ Transport Agency to develop data about speed for each public road, based on certain criteria including road risk and the One Network Road Classification and supply this to RCAs.
- RCAs must consider this information when reviewing speed limits, particularly for roads where better speed management is likely to deliver the highest safety and efficiency benefits.
- A provision for emergency speed limits
- A enabling provision for setting a 110km/h speed limits on the country's very best roads, where it is safe and appropriate to do so.
- New requirements for RCAs, when considering speed limits of 70km/h, 90km/h or 100km/h, to first notify the NZ Transport Agency and then, following consultation, obtain the Agency's approval
- A new exemption from repeater speed limit signage

Next steps

The NZ Transport Agency is holding a regional speed management workshop for Taranaki on 25 September 2017. Part of the workshop will be demonstrating the Agency's new online tool, the 'Safer Journeys Risk Assessment Tool'. In addition to the four councils in the region, the following organisations have been invited to participate in the workshop: ACC, the Automobile Association, Taranaki District Health Board, New Plymouth Injury Safe, the NZ Police, the Road Transport Association, and Roadsafes Taranaki.

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*.

Legal considerations

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

Appendices/Attachments

Document 1921076: Making our roads safer poster from Speed Management Guide tools

Our unique roads

<p>328 people died on our roads in 2016</p>	<p>On average 187 crashes a week result in a death or injury</p>	<p>Our roads are unique, and can be difficult to read</p>
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What can we do?

<p>Drivers need help to choose the right speed for the road</p>	<p>Speed limits can be lowered on <i>some</i> roads</p>	<p>Some roads can be improved to reduce their risk</p>
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What do people think?

<p>60% of people find it difficult to choose the right speed for the road</p>	<p>Less than 2/3 of people think the road is safe for them</p> <p>Even fewer think it's safe for others</p>	<p>45% of people see driving too fast as a severe problem</p> <p>32% of people see road design as a severe issue</p>
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What next?

<p>Speed management can achieve both safety and efficiency</p>	<p>What do you think is unsafe about travelling on this road?</p> <p>Are these risks easily understood?</p>	<p>How do we make our roads safer?</p>
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Agenda Memorandum

Date 6 September 2017



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

Subject: Regional road safety update

Approved by: M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

Document: 1909101

Purpose

The purpose of this item is to provide an opportunity for the Taranaki Road Safety Action Planning Group to update Members on road safety activities in the region.

Recommendation

That the Taranaki Regional Council:

1. notes and receives with thanks the update on road safety activities in the region provided by representatives of the Taranaki Road Safety Action Planning Group.

Background

Reducing the safety risk on Taranaki's transport network is a key priority for the region, as outlined in Section 4 [Strategic Direction] of the current *Regional Land Transport Plan for Taranaki 2015-2021* (RLTPlan). Section 4.4 of the RLTPlan most specifically outlines the challenges, policies and methods for improving road safety, on page 33 of the RLTPlan – this is reproduced over page for Members' ease of reference.

Members are aware that one of the main organisations set up to identify and agree on community road safety initiatives within the region is Roadsafe Taranaki. Made up of representatives from the New Plymouth, Stratford and South Taranaki district councils, Roadsafe Taranaki agrees on important community road safety initiatives for the region further to NZ Transport Agency funding guidance and develops programmes to implement these. A full time Road Safety Coordinator is employed to facilitate the educational component of the Group, liaise with stakeholders and the community to identify problems and priorities, and help in developing practical road safety projects.

Roadsafe Taranaki works closely with the wider Road Safety Action Planning Group which is made up of representatives from the NZ Police, NZ Transport Agency, Taranaki District Health Board, Accident Compensation Commission, New Plymouth Injury Safe, and Taranaki Regional Council. In recent years, the New Plymouth District Council's Let's Go Model Community project has also had representation on the Group.

Marion Webby (Road Safety Coordinator) and Senior Sergeant Robbie O’Keefe (Taranaki Road Policing Manager) will represent the Taranaki Road Safety Action Planning Group to update the Committee on road safety activities in the region.

Section 4.4(3) of the *Regional Land Transport Plan for Taranaki 2015-2021* —

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

Issues & challenges	Objective & policies	Measures (methods)
issues factor heavily in Roadsafe Taranaki's collaborative road safety education programmes for the period of the Plan.		Central Region of a reduction in fatalities of around 40% and serious injuries of 25% by 2020.

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

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Policy considerations

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Legal considerations

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

Agenda Memorandum

Date 6 September 2017



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

**Subject: SH3 Awakino Gorge to Mt Messenger
Programme update**

Approved by: M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

Document: 1911458

Purpose

The purpose of this item is to provide an opportunity for NZ Transport Agency representatives to present to Members on the SH3 Awakino Gorge to Mt Messenger Programme, with a focus on the Corridor Improvements project.

Recommendation

That the Taranaki Regional Council:

1. receives and notes the update provided by Campbell McKegg of the Safe Roads Alliance on the SH3 Awakino Gorge to Mount Messenger Programme – Corridor Improvements project.

Background

Overview

The Awakino Gorge to Mt Messenger Programme is made up of three projects:

- **Mt Messenger bypass Project**
Currently work is being undertaken to determine a preferred option.
- **Awakino Tunnel bypass Project**
A bypass of the Awakino Tunnel with two bridges across the Awakino River that reconnects to the existing highway 800 meters to the north.
- **SH3 safety and resilience improvements Project**
A package of improvements that includes road widening, rest stop and pull over areas, slow vehicle bays and passing lanes, side barriers, and slope stability improvements.

Benefits

The Programme will improve safety, resilience and journey experience along this key transport route.

The main objectives are to:

- reduce the number of deaths and serious injuries from crashes
- reduce the number and duration of road closures
- improve journey time predictability
- improve drivers' experience along SH3.

Cost and funding source

Funding of \$114-135 million has been allocated for the improvements on SH3 north of Taranaki.

Project	Cost	Funding source
Awakino Tunnel bypass	\$9–15 million	Government's Accelerated Regional Rooding Programme
Mt Messenger bypass	\$80–90 million	Government's Accelerated Regional Rooding Programme
Safety and resilience improvements	\$25–30 million	National Land Transport Programme 2015–18.

Dates

Construction for each project is estimated to occur during:

- 2017 to 2019 – Safety and resilience improvements
- 2018 to 2020 – Awakino Tunnel bypass
- 2018 to 2020 – Mt Messenger bypass.

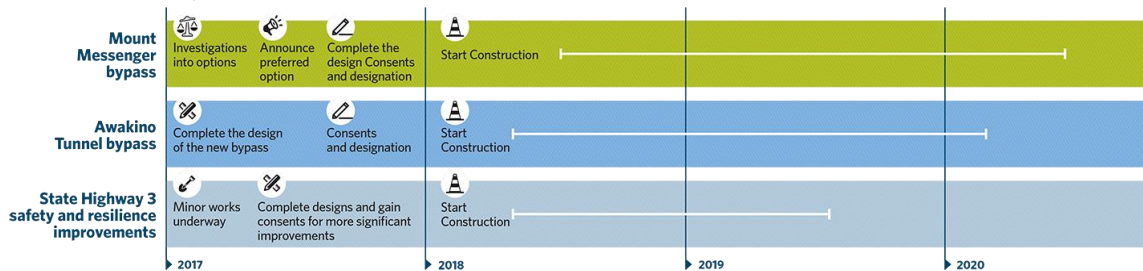
What's happening

Design and consenting work is underway for the two-bridge bypass of Awakino Tunnel ahead of construction.

Some minor safety improvements are being carried out along the 58km stretch of highway. More complex safety and resilience improvement are planned including road widening, intersection improvements, passing opportunities, road realignments and slope stability.

The preferred option for the Mt Messenger bypass project was still to be confirmed at the time of preparing this memorandum.

Timeline for projects



Further information

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

Presentation update

Campbell McKegg, of the Safe Roads Alliance, will present to the Committee to update them on the SH3 Awakino Gorge to Mt Messenger Programme, with a focus on the Corridor Improvements project of which is the Project Manager. Members will receive updates on the

Stage 1 works currently under construction along with a brief update (including timeline) for the Stage 2 works.

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

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Policy considerations

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Legal considerations

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

Agenda Memorandum

Date 6 September 2017



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

Subject: Mobility as a Service presentation

Approved by: M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

Document: 1911447

Purpose

The purpose of this item is to provide an opportunity for NZ Transport Agency representatives to present to Members on the Agency's Mobility as a Service (MaaS) work.

Recommendation

That the Taranaki Regional Council:

1. receives and notes the presentation by staff of the NZ Transport Agency on Mobility as a Service.

Background

The following representatives from the NZ Transport Agency will present to the Committee on the Agency's Mobility as a Service (MaaS) work:

- Martin McMullan, Director Connected Journeys
- Kristen Gyorgak, Relationship Lead for MaaS.

They have provided the following brief introduction –

New Zealand just launched the first open and safe Mobility Marketplace in the World. Only in New Zealand is the government providing a real-time platform that transport providers can openly offer their services directly to customers. To give customers a platform to view what is available, an app called Choice was developed for the Queenstown pilot.

This service offering is one we are looking to roll out across the country. Regardless of region / area, people want information that is real-time and at their fingertips, so they can make the best choices about how to move around.

However, the real-time platform has the ability to process almost half a billion feeds of live transport data, including but not limited to: transport operators, traffic lights, existing data channels (RAMM / TREIS) and in the near future- autonomous vehicles, along with any other live data feed (e.g. restaurant bookings / virtual reality technologies).

We have a great opportunity today to look at opportunities and benefits you can see for the Taranaki Region.

Attached for Members information are details from the launch of the Choice App in Queenstown on 24 August 2017, which is a key aspect of the MaaS work.

Further information is available at www.nzta.govt.nz/traffic-and-travel-information/choice-the-new-real-time-transport-app.

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

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Policy considerations

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Legal considerations

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

Appendices/Attachments

Document 1921718: Mobility as a Service MaaS launch 24 August 2017

Extracts from the NZTA website on 24 August 2017

Mobility as a service (MaaS) - the new revolution

We're on the cusp of a transport revolution

People and businesses want faster, easier and more personalised transport services.

Mobility as a service (MaaS) offers a single, connected network-wide transport system focused on providing people-centred services. MaaS offers an opportunity to change the way multimodal transportation works together.

By harnessing new digital technologies and through building strong partnerships between the public and private transport sector, new players with new services will have opportunities to transform transport.

To enable us to meet these demands, now and in the future, we need to provide an easier way to compare all these services so that you can make the best choice to connect you to where you need to go, every time.

The first step to achieving this is to create a single place for all transport providers to offer their services to you, a mobility marketplace.

To help people access this we've collaborated with our valued partners to test MaaS in an open marketplace. It takes all that open transport data and brings it into a single, high speed, live data platform called [Satori \(external link\)](#). Satori is a live data processing platform that connects our entire transport network.

What this means is that transport service providers like taxis, buses or ride share operators, can integrate their live data into the marketplace and process it to optimise an offering to you in real time.

This will allow you to view, compare, book and eventually pay for any transport service all in one place through a mobile app.

To test the concept, we are running a mobility marketplace pilot in Queenstown. The pilot is aimed at helping visitors to Queenstown. With near two million visitors to the area a year it can get quite congested. So we've created the mobility marketplace and an app called Choice, to help visitors get from Queenstown Airport to the town centre, then from the town centre to the surrounding ski villages so they can spend more time enjoying Queenstown.

Future releases of Choice will mean visitors will soon be able to explore and relax in Queenstown over the summer months.

The NZ Transport Agency is here to ensure a safe and efficient land transport system.

Connecting our transport system through one, live data platform is the first step to enabling great journeys to keep New Zealand moving.

Hon Simon Bridges

Minister of Transport



24 August 2017

Media Statement

New transport App for Queenstown

The first free and open Mobility as a Service (MaaS) Marketplace app, Choice, has been launched in Queenstown today, Transport Minister Simon Bridges says.

“Mobility as a Service is a new approach to transport that combines journey options from all transport providers into a single mobile service,” Mr Bridges says.

“The Choice app connects users with services through an online marketplace, so they can pick what they want to do, use the live transport information to help get them there, and easily book their journey – all from one application.

“This new service will improve transport options for residents and tourists, enabling new mobility options and providing a better travel experience

“Choice is available in three languages and will be a boost for the tourism industry, reducing the language barriers for tourists using the local transport system.

“With nearly 2 million tourists visiting Queenstown annually, the Choice app will provide visitors with all the information they need to know about exploring, relaxing and enjoying Queenstown and the surrounding area,” Mr Bridges says.

New Zealand’s small size and Queenstown’s popularity over the snow season have been the drivers for the first MaaS Marketplace pilot in New Zealand. The pilot will contribute to the testing of digital solutions to help solve congestion and road safety issues.

Mr Bridges says the Queenstown pilot is a new approach to transport to improve the timeliness and accessibility of New Zealand’s transport information, with a focus on improving the experience of anyone who chooses

to move around the region.

“Enabling the utilisation of improved transport information alongside technology like the MaaS Marketplace is a real game changer,” Mr Bridges says.

“With this approach New Zealand’s current transport infrastructure will change to a future transport system of effective journey planning, live information and greater choices for individuals and communities giving them back time to do what’s important.”

The pilot has been a collaboration between the NZTA, Otago Regional Council, Queenstown Lakes District Council and Auckland Transport, supported by Destination Queenstown and Queenstown’s local transport providers. The next phase of the pilot will be bringing the marketplace concept to Auckland.

The initial version of the MaaS Marketplace will target the winter Queenstown experience; with later versions focusing on exploring the region during the summer months. The Queenstown pilot will also inform a second stage in Auckland later in the year.

Media contact: Eric Chapman 021 521 369

Notes for editors

The pilot will test the viability to scale the real-time open mobility marketplace across New Zealand.

The Choice app beta will be available for download from the Google Play store and Apple IOS store from 24 August 2017.

Choice has a second release planned for early December with future releases planned for the Queenstown summer.

The pilot includes: [Ritchies \(public transport\)](#), Queenstown Taxis (Blue Bubble), Green Cabs, Corporate Cabs, Chariot (ride-share), NZ Ski, Heliworks, Go Orange, Coronet Peak, The Remarkables, Cardrona, Treble Cone, Destination Queenstown

The marketplace’s platform is powered by Satori. Satori pulls all the openly available data feeds for transport providers (such as route plans, GPS locations, timetables and fleet numbers) into one place.

Satori is a live, cloud based, live data platform that allows you to connect, process and react to streaming live data.

For a full press kit on Mobility as a Service visit www.choiceqtn.co.nz

For more on Satori visit www.satori.com

Agenda Memorandum

Date 6 September 2017



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

Subject: SH43 improvements advocacy

Approved by: M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

Document: 1919633

Purpose

The purpose of this item is to ratify the recommendations proposed in the electronically circulated memo, and to discuss the next steps in the Committee's advocacy for improvements to State Highway 43.

Executive Summary

The Council commissioned a high-level investigation of State Highway 43 (SH43) to assess the economic and tourism importance of the highway and the consequences of its current state of maintenance and resilience. The final report, by Abley Transportation Consultants, was circulated to the Committee via email on 31 July 2017, and subsequently provided to central government in early August.

The report supports the need for increased funding for maintenance and improvements on the route, including sealing the remaining 12km unsealed section, as a contribution to both safety and maximising the potential of substantial investment in visitor offerings such as the upgrading of the Taranaki Crossing. As the tourism benefits would not be achieved until the sealing is completed, the report recommends that the sealing should be undertaken over a single construction season, rather than incrementally over a number of years.

The Committee needs to ratify the decisions it made via email, receive the associated correspondence and determine what action to take in furthering the report's recommendations.

Recommendations

That the Taranaki Regional Council:

1. ratifies the recommendations contained in the Agenda Memorandum 'SH43 Investigation Report dated 31 July 2017' (Document #1907510), which were supported via email –
 1. receives the report *State Highway 43 Investigation* prepared by Abley Transportation Consultants

2. notes the recommendations made in the *State Highway 43 Investigation* report, including :
 - a. The potential to upgrade the One Network Road Classification (ONRC) of SH43 from Secondary Collector to Primary Collector.
 - b. The NZ Transport Agency be asked to provide additional funding for the maintenance of SH43 in light of its increasing importance both as a key tourist route, and as a freight route.
 - c. The NZ Transport Agency investigate and implement measures for reducing the crash risk on SH43 including improved signage and road markings.
 - d. The Government be approached to fund the estimated \$7.6-\$8 million cost of sealing the remaining 12km unsealed section of SH43 as a contribution towards increasing the attraction of the region as a destination for tourists, and to maximise the potential benefits of the upgrading of the Taranaki Crossing day walk and other substantial investments in visitor offerings. As the tourism benefits would not be achieved until the sealing is completed, the sealing should be undertaken over a single construction season.
3. agrees to provide the *State Highway 43 Investigation* report to the Minister of Transport, local Members of Parliament and the NZ Transport Agency.
2. notes the correspondence providing the *State Highway 43 Investigation* report to the Minister of Transport, local Members of Parliament and the NZ Transport Agency
3. notes the response received from the Minister of Transport on the *State Highway 43 Investigation* report
4. requests that the NZ Transport Agency report back to the next (November 2017) Committee meeting on their response to the *State Highway 43 Investigation* report
5. consider what action the Committee would like to take in furthering the *State Highway 43 Investigation* report's recommendations.

Background

The Council commissioned a high-level investigation of State Highway 43 (SH43) to assess the economic and tourism importance of the highway and the consequences of its current state of maintenance and resilience. The final report, by Abley Transportation Consultants, was circulated to the Committee via email on 31 July 2017, along with the covering memorandum 'SH43 Investigation Report' that is attached for ease of reference.

Members agreed to provide the report to the Minister of Transport, local Members of Parliament and the NZ Transport Agency. A copy of this correspondence, dated 2 August 2017, is also attached; along with a response from the Minister of Transport received on 25 August 2017.

The report was subsequently released publically on 9 August 2017, and is now available on a page of the Council website dedicated to [SH43 Forgotten World Highway](#).

Hard copies of the report will be available at the meeting.

Furthering the Report's recommendations

The *State Highway 43 Investigation* report supports the need for increased funding for maintenance and improvements on the route, including sealing the remaining 12km unsealed section, as a contribution to both safety and maximising the potential of substantial investment in visitor offerings such as the upgrading of the Taranaki Crossing. As the tourism benefits would not be achieved until the sealing is completed, the report recommends that the sealing should be undertaken over a single construction season, rather than incrementally over a number of years.

The Committee needs to consider what action to take to in furthering the Report's recommendations.

State Highway 43 joint statement

Members will recall that a joint statement has been developed for the six councils of Taranaki Regional Council, Horizons Regional Council, Stratford District Council, New Plymouth District Council, South Taranaki District Council and Ruapehu District Council. The purpose of which is to formally signal the councils' combined support to get the remaining 12km of sealing on SH43 completed and the entire route appropriately maintained.

This statement (refer copy attached for information) has been developed with the input of transport officers from each of the six councils. This is currently circulating the other councils for formal endorsement.

Once fully countersigned, a copy will be provided to each council to use as they see appropriate. This Council intends to place the signed joint statement into the *Regional Land Transport Plan (RLTP) for Taranaki* as an appendix.

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

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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*.

Legal considerations

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

Appendices/Attachments

- Document 1907510: Memo SH43 Investigation Report to RTC – 31 July 2017
- Document 1909279: Scan SH43 Forgotten World Highway Report letter from RTC
- Document 1921796: Response from Minister of Transport on SH43
- Document 1753660: State Highway 43 Joint Statement

Agenda Memorandum

Date 31 July 2017



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

Subject: SH43 Investigation Report

Approved by: M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

Document: 1907510

Purpose

The purpose of this item is to present the Committee with the *State Highway 43 Investigation* report prepared by Abley Transportation Consultants dated 25 July 2017; and to seek support for forwarding this to the Minister of Transport, local Members of Parliament, and the NZ Transport Agency for their consideration.

Executive Summary

The Council commissioned a high-level investigation of State Highway 43 (SH43) which has been undertaken over the last three months. The aim was to assess the economic and tourism importance of SH43 and the consequences of its current state of maintenance and resilience.

The report supports the need for increased funding for maintenance and improvements on the route, including sealing the remaining 12km unsealed section, as a contribution to both safety and maximising the potential of substantial investment in visitor offerings such as the upgrading of the Taranaki Crossing.

Recommendations

That the Taranaki Regional Council:

1. receives the report *State Highway 43 Investigation* prepared by Abley Transportation Consultants
2. notes the recommendations made in the *State Highway 43 Investigation* report, including :
 - a. The potential to upgrade the One Network Road Classification (ONRC) of SH43 from Secondary Collector to Primary Collector.
 - b. The NZ Transport Agency be asked to provide additional funding for the maintenance of SH43 in light of its increasing importance both as a key tourist route, and as a freight route.
 - c. The NZ Transport Agency investigate and implement measures for reducing the crash risk on SH43 including improved signage and road markings.

- d. The Government be approached to fund the estimated \$7.6-\$8 million cost of sealing the remaining 12km unsealed section of SH43 as a contribution towards increasing the attraction of the region as a destination for tourists, and to maximise the potential benefits of the upgrading of the Taranaki Crossing day walk and other substantial investments in visitor offerings. As the tourism benefits would not be achieved until the sealing is completed, the sealing should be undertaken over a single construction season.
3. agrees to provide the *State Highway 43 Investigation* report to the Minister of Transport, local Members of Parliament and the NZ Transport Agency.

Background

Despite ongoing advocacy from the affected regional communities, the inter-regional SH43 continues to be poorly maintained, with 12km of the highway (through the Tangarakau Gorge) remaining unsealed. This is a significant barrier to improving tourism, and therefore economic growth, for the districts and regions that the highway connects.

In May 2017 the Council commissioned Abley Transportation Consultants to undertake a high-level research and stakeholder engagement process, to assess the economic and tourism importance of SH43, with a view to supporting the NZ Transport Agency to commence a business case preparation exercise on the highway.

Discussion

The report supports the need for increased funding for maintenance and improvements on the route, including sealing the remaining 12km unsealed section, as a contribution to both safety and maximising the potential of substantial investment in visitor offerings such as the upgrading of the Taranaki Crossing.

As the tourism benefits would not be achieved until the sealing is completed, the report recommends that the sealing should be undertaken over a single construction season, rather than incrementally over a number of years.

The final report is here provided to the Committee for their information. It is recommended that this is forwarded onto relevant members of the Government and the NZ Transport Agency as soon as practicable, to help inform their current considerations.

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*.

Legal considerations

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



2 August 2017
Document: 1908977

Hon Simon Bridges
Minister of Transport
via email to s.bridges@ministers.govt.nz

Dear Hon Simon Bridges

SH43 Forgotten World Highway

The Council writes to provide you with the attached *State Highway 43 Investigation* report which has recently been completed – to help inform your current and future decisions.

Despite ongoing advocacy from the affected regional communities, the inter-regional SH43 continues to be poorly maintained, with 12km of the highway (through the Tangarakau Gorge) remaining unsealed. This is a significant barrier to improving tourism, and therefore economic growth, for the districts and regions that the highway connects.

In May 2017 the Council commissioned Abley Transportation Consultants to undertake a high-level research and stakeholder engagement process, to assess the economic and tourism importance of SH43, with a view to supporting the NZ Transport Agency to commence a business case preparation exercise on the highway.

The report supports the need for increased funding for maintenance and improvements on the route, including sealing the remaining 12km unsealed section in one continuous undertaking, as a contribution to both safety and maximising the potential of substantial investment in visitor offerings such as the upgrading of the Taranaki Crossing.

The recommendations made in the *State Highway 43 Investigation* report, include:

- a. The potential to upgrade the One Network Road Classification (ONRC) of SH43 from Secondary Collector to Primary Collector.
- b. The NZ Transport Agency be asked to provide additional funding for the maintenance of SH43 in light of its increasing importance both as a key tourist route, and as a freight route.
- c. The NZ Transport Agency investigate and implement measures for reducing the crash risk on SH43 including improved signage and road markings.
- d. The Government be approached to fund the estimated \$7.6-\$8 million cost of sealing the remaining 12km unsealed section of SH43 as a contribution towards increasing the attraction of the region as a destination for tourists, and to maximise the potential benefits of the upgrading of the Taranaki Crossing day walk and other substantial investments in visitor offerings. As the tourism benefits would not be achieved until the sealing is completed, the sealing should be undertaken over a single construction season.

The Council thanks you in advance for your time in considering the attached report on SH43, and hopes that the increasingly important Forgotten World Highway touring route will not remain 'forgotten' for much longer.

Yours faithfully



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: Barbara Kuriger, MP for Taranaki-King Country, via email to Barbara.Kuriger@parliament.govt.nz

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

Cc: Chester Borrows, MP for Whanganui, via email to Chester.Borrows@parliament.govt.nz

State Highway 43 joint statement

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

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

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

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

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

SH43 should be managed to achieve the following objectives:

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

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



Cr David McLeod, Chair
Taranaki Regional Council



Mayor Neil Volkze
Stratford District Council



Mayor Neil Holdom
New Plymouth District Council



Cr Bruce Gordon, Chair
Horizons Regional Council



Mayor Don Cameron
Ruapehu District Council

Mayor Ross Dunlop
South Taranaki District Council

Agenda Memorandum

Date 6 September 2017



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

**Subject: Public transport operational update for
the quarter ending 30 June 2017**

Approved by: MJ Nield, Director - Corporate Services

BG Chamberlain, Chief Executive

Document: 1918850

Purpose

The purpose of this memorandum is to provide members with an operational report of the public transport services as at 30 June 2017.

Recommendations

That the Taranaki Regional Council:

1. receives and notes the operational report of the public transport services for the year ending 30 June 2017
2. receives and notes the responses to Members queries regarding public transport services raised at the previous meeting provided by email on 4 July 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 168,064, an increase of 4.7% from the 160,466 recorded in the same period in 2015/2016. Total patronage for 2016/2017 was 581,456, an increase of 1.9% from the 570,616 recorded in 2015/2016.

The increase in both the quarterly result and the annual result is attributable to the provision of the trial student bus services from Lepperton, Tikorangi and Urenui. Student patronage was up 3% for the year but more importantly transfers were up 29% because of the trial, with a central transfer point at the Waitara War Memorial Hall being established to manage the additional students. All other fare categories recorded a decrease in patronage.

Figure 1 shows annual patronage between the two previous financial years and 2016/2017.

Figure 1: Citylink patronage 2014/2015, 2015/2016 and 2016/2017

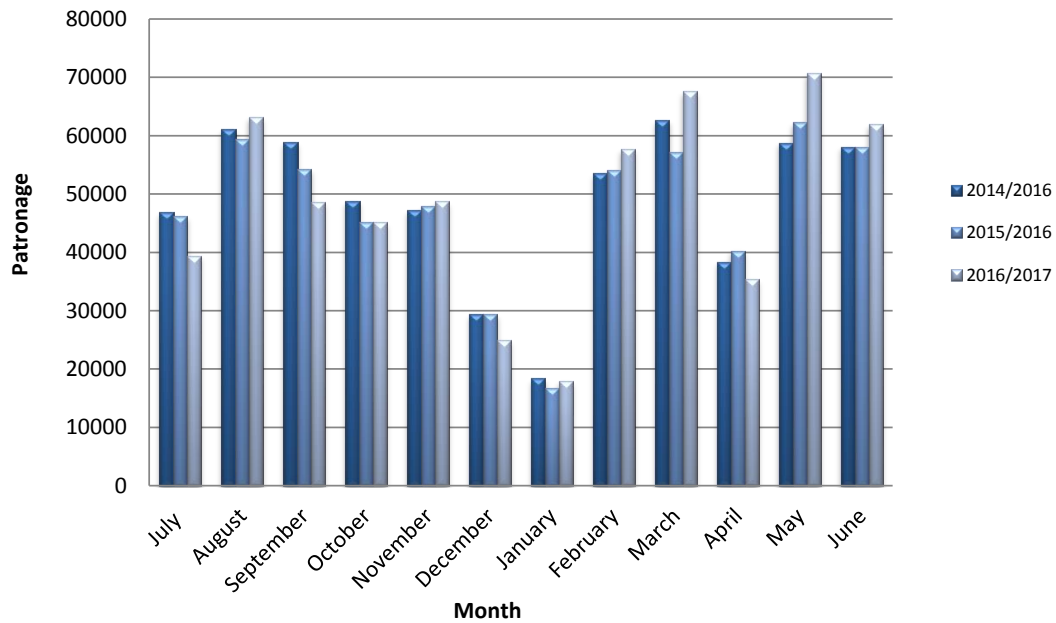


Table 1 shows the 2016/2017 Citylink patronage by fare category and the percentage change in each from 2015/2016.

Table 1: Citylink 2016/2017 patronage by fare category and percentage change from 2015/2016

Fare category	2016/2017	% change
Adult	34,361	-7%
Child/Student	326,950	3%
Seniors/SuperGold	55,554	-2%
Tertiary	4,866	-11%
Beneficiary	57,850	-6%
Access	5,322	-10%
WITT	27,981	-15%
Transfer	67,255	29%
Promotion	1,317	-4%
Total	581,456	1.9%

Table 2 shows the year to date trips per capita. The result shows that there has been a small increase in the total number of trips per capita.

Table 2: Citylink trips per capita 2016/2017

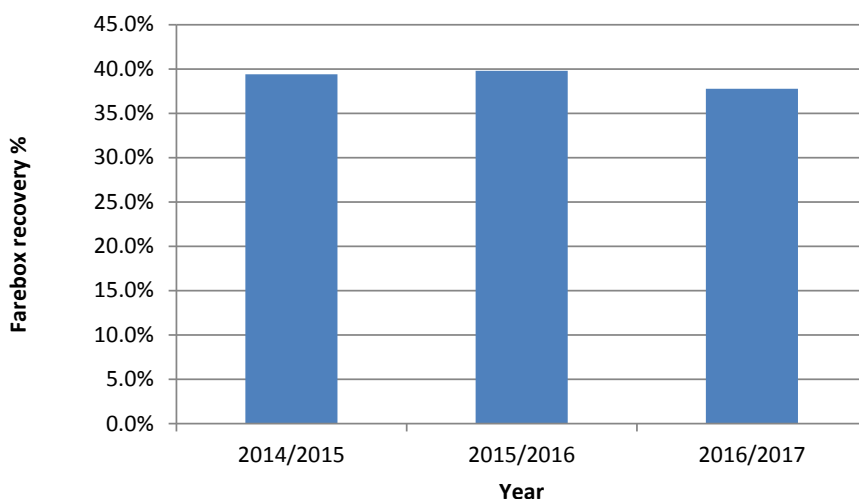
Period	Passenger trips	Trips per capita YTD
2016/2017	581,456	10.1
2015/2016	570,616	9.9

Trips per capita based on a population of 57,459 (2013 census) for areas serviced by Citylink.

Farebox recovery for the quarter was 42% the same as achieved in the fourth quarter 2015/2016. Farebox recovery for 2016/2017 was 37.8%, down from 39.8% in 2015/2016. This reflects the higher contract cost structure combined with limited patronage growth.

Figure 2 shows farebox recovery between 2014/2015, 2015/2016 and 2016/2017.

Figure 2: Citylink farebox recovery 2014/2015, 2015/2016 and 2016/2017



Southlink services

Table 2 shows 2016/2017 patronage for the Southlink services including the percentage change in patronage from 2015/2016 and the farebox recovery rate for each.

Table 2: Southlink passenger and financial performance 2016/2017

Service	Patronage	% change from 2015/2016	Farebox recovery
Waverley-Patea-Hawera	1,405	-7.3%	43.7%
Opunake-Hawera (including Manaia-Hawera)	1,027	No change	14.3%
Opunake-New Plymouth	852	-17.9%	15.1%

Waverley-Patea-Hawera patronage was down 110 trips from the 1,515 trips in 2015/2016. Compared to last year Adult patronage was down 98 trips or (15%), SuperGold down 26 trips or (3%) and fare paying Child down 6 trips or (32%). The decrease in patronage is also reflected in the farebox recovery rate dropping to 43.7% compared to 44.6% last year.

Opunake-Hawera (including Manaia-Hawera) patronage was exactly the same, 1,027 trips as in 2015/2016. Compared to last year, Adult patronage was up 24 trips or 8%, SuperGold down 25 trips or (4%) and fare paying Child down 12 trips or (27%). There was no change in the farebox recovery rate remaining at 14.3%.

Patronage for the Opunake-New Plymouth service was down 186 trips or (17.9%) compared to 2015/2016. Compared to last year Adult patronage was down 80 trips or (26%) and fare paying Child down 139 trips or (74%). SuperGold was up 56 trips or 11%. Farebox recovery was 15.1% compared to 19.5%.

Connector (Hawera to New Plymouth) bus service

Total patronage for the quarter was 8,179. This is down (17%) on the 9,863 recorded in same quarter 2015/2016. Total patronage was 30,071 down (4.3%) on the 31,407 in 2015/2016. Farebox recovery for the year was 59.4%. This figure includes both the District Health Board and Western Institute of Technology in Taranaki funding contributions.

Table 3: Connector patronage and financial performance 2016/2017

Service	Passenger trips YTD	Farebox recovery rate
Hawera to New Plymouth	30,071	59.4%

Figure 5 shows annual patronage between the two previous financial years and 2016/2017

Figure 5: Connector patronage 2014/2015, 2015/2016 and 2016/2017

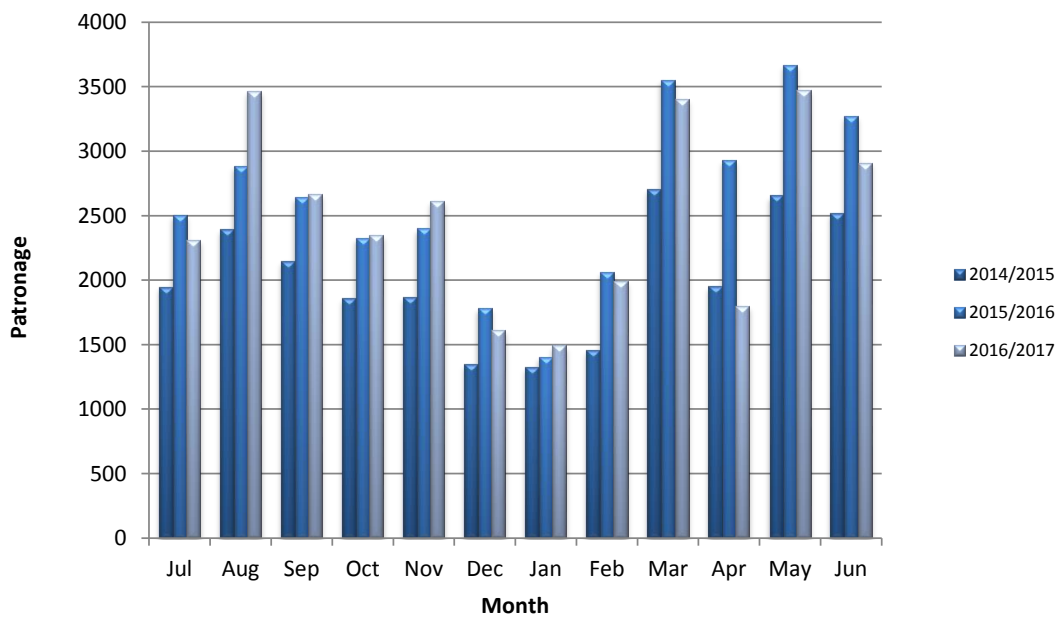


Table 4 shows the 2016/2017 Connector patronage by fare category and the percentage change in each from 2015/2016.

Table 4: Percentage of Connector patronage and change in percentage change from 2015/2016

Fare category	Total 2016/2017	% change from 2015/2016
ACCESS	229	-13%
Adult	2,772	-9%
Beneficiary	3,208	-1%
Child	536	-18%
Seniors	285	-54%
SuperGold Card	2,385	67%
TDHB	3,619	-20%
Tertiary	2,490	15%
WITT	10,956	-8%
Training*	3,432	-3%
Promotion	159	85%
Total	30,071	-4.3%

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

SuperGold Card Scheme

Table 5 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 5: SuperGold Card patronage by service 2016/2017

Service	Passenger trips	% of all trips
New Plymouth, Oakura, Bell Block and Waitara	50,870	9%
Waverley-Patea-Hawera	802	57%
Opunake-Hawera (incl. Manaia-Hawera)	544	53%
Opunake-New Plymouth	581	68%
Hawera-New Plymouth	2,420	8%
Total	55,217	9%

The 55,217 SuperGold Card trips equates to 9% of all public transport trips, across all services. This percentage is the same as recorded in 2015/2016. The total compares with 54,918 trips up 0.5% on 2015/2016.

Total Mobility Scheme

Total Mobility client trips in 2016/2017 totalled 38,477. This is down (4.1%) from the 40,124 trips in 2015/2016. At years end 1,421 clients were registered compared to 1,718 in 2015/2016, down (17.3%). This drop is the result of an intensive client review in preparation for Council's implementation of the National Total Mobility Administration System (NTMAS) in late July 2017.

Table 6: Total Mobility trips and registered client number 2016/2017

Service	Client trips	Clients
Total Mobility Scheme	38,477	1,421

Ironside Vehicle Society Incorporated

Table 7 shows the total number of passenger trips 2016/2017 carried out by Ironside, including the number of wheelchair trips.

Table 7: Ironside trips 2016/2017

Service	Trips involving wheelchairs	Total trips claimed
Ironside Vehicle Society	4,960	6,850

Of the 6,850 trips provided, 4,960 or 72% involved wheelchair users. This compares with the 2015/16 figures, with trips involving wheelchair users 4,726 and total trips 6,644.

Responses to queries

At the Regional Transport Committee meeting on Wednesday 14 June 2017, Members asked a number of questions of the *Public transport operational report for the quarter ending 31 March 2017*. Council officers were charged with investigating and providing responses. These were subsequently provided via email on 4 July 2017. The response document, dated 30 June 2017, is here attached for formal receiving by the Committee.

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*.

Legal considerations

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

Appendices/Attachments

Document 1890856: Response to RTC – PT questions

#1890856

30 June 2017

Response to RTC

1. Connector service on weekends
 - a. Impact on other providers?
 - b. Opportunity to have a Weekend service?

The operator Pickering Motors is amenable to a Saturday service. However, due to the weekend being the maintenance window for the main Connector bus the back up bus is likely to be used.

The cost to provide one return service is estimated at \$450 to \$500 per day, or \$26,000 per annum. There is no budget provision for a Saturday service, nor is there local share of funding available. The NZ Transport Agency would also have to approve a service and agree to funding its share.

There are no other intra-regional public services. The only Saturday service is the Intercity inter-regional service with the timetable shown below.

Intercity	Departs	Arrives
New Plymouth to Hawera	8.10am	9.19am
Hawera to New Plymouth	3.35pm	4.50pm

Should a Saturday Connector service operate from south to north then it would run contra to Intercity's timetable.

2. Results of north Taranaki school trial?

The North Taranaki school service trial has gone very well in the first 3 months.

The following table shows the total number of trips undertaken in May 2017 from each of the three areas and average passenger numbers per school day.

Service	May 2017 Total passenger trips	Average passenger numbers
Urenui	393	24
Tikorangi/Motonui	608	26
Lepperton	546	17

Revenue and expenditure assessments were undertaken for April and May, following the implementation of new fares for each area. The results show that the services are cost neutral. Based on the results, Council has confirmed the trial will continue for the remainder of the 2017 school year. At that time a final decision will be made on the long-term future of the services.

3. Timetabling of the Connector morning service?

The timetabling of the Connector was undertaken with the input of WITT. The service is scheduled to arrive at WITT at 7.50am with most of WITTs first classes commencing at 8.30am. WITT have reconfirmed they have no issue with the timing of the Connector’s morning service.

There were a small number of occasions some of the High School students on WITT programmes did not make connecting Citylink services, departing from Ariki St, which were due to circumstances outside of the operators control e.g. road works.

4. Table 4 of the report. Align Connector contributions against usage.

The table shows the accumulated patronage percentage and contribution of each funding source.

Funding source	Patronage %	Revenue contribution %
Fares*	44%	19%
TDHB	13%	25%
WITT	35%	12%
SuperGold	8%	4%
TRC - targeted rate	NA	19%
NZ Transport Agency	NA	21%
Total	100%	100%

* Total patronage percentage of all fare paying passengers e.g. Adult, Child, Beneficiary etc

Agenda Memorandum

Date 6 September 2017



**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: 1907359

Purpose

The purpose of this item is to update Members on correspondence and information items since their last meeting.

Recommendation

That the Taranaki Regional Council:

1. receives and notes for information purposes the following correspondence:
 - dated 19 June 2017, sent on behalf of the SH3 Working Party to the NZ Transport Agency, on the short-list of options being considered for the SH3 Awakino Gorge to Mt Messenger Corridor Improvements project
 - dated 21 June 2017, to the NZ Transport Agency, regarding concerns about state highway maintenance throughout the region
 - dated 28 June 2017, to the NZ Transport Agency, providing feedback on the draft 2018-21 State Highway Investment Proposal
 - dated 28 June 2017, to the Chair of the Taranaki Regional Economic Development Strategy, providing feedback on potential transport projects for inclusion
 - dated 3 July 2017, to the NZ Transport Agency, providing feedback on the draft Long Term Strategic View
 - dated 13 July 2017, from the NZ Transport Agency, providing information on the Visiting Drivers Project
 - dated 14 July 2017, from the NZ Transport Agency, providing a response to feedback on the draft 2018 Investment Assessment Framework.

SH3 Awakino Gorge to Mt Messenger Corridor Improvements project

At the SH3 Working Party on 3 May 2017, it was agreed to formally support the Safe Roads Alliance preference for the 'Option 7' short-list of treatment options as presented at that meeting, while specifically noting that the Bexley Curve Realignment should be considered

at a future date. The subsequent correspondence on behalf of the SH3 Working Party, dated 19 June 2017, is provided for information purposes.

It is noted that the Bexley Curve is north of Awakino and therefore within the Waikato Region. Ongoing advocacy will be required to keep this project within future consideration for state highway improvements.

State highway maintenance concerns

At the 14 June meeting, Members agreed to concerns about state highway maintenance in Taranaki being referred to the NZ Transport Agency, in its capacity as the road controlling authority for highways. The subsequent correspondence to the NZ Transport Agency, dated 21 June 2017, is attached for Members' information.

State Highway Investment Proposal

As part of the 14 June meeting, a presentation was provided by Ross I'Anson of the NZ Transport Agency, on the Draft Taranaki State Highway Investment Proposal (SHIP) for the 2018-21 period. Feedback was subsequently provided to the Agency, dated 28 June 2017, and is provided here for Members' information.

'Make Way for Taranaki' Regional Economic Development Strategy

At the 14 June 2017 meeting, Members received a presentation on the 'Make Way for Taranaki' Regional Economic Development Strategy, and agreed to provide feedback about the transport projects that may be referenced within this work. Officers therefore prepared feedback to the Chair of the 'Make Way for Taranaki' project, dated 28 June 2017, which is attached here for information purposes.

Long Term Strategic View

Officers prepared feedback on the draft Long Term Strategic View (LTSV) following the NZ Transport Agency's presentation at the 14 June 2017 meeting. This feedback to the Agency, dated 3 July 2017, is attached for Members' information.

Visiting Drivers Project

Correspondence has been received from the NZ Transport Agency regarding the Visitors Drivers Project, and is attached for information purposes. Initiatives from this project will be considered by road controlling authorities and Roadsafe Taranaki as they prepare their Transport Programmes for the 2018-21 period. The identification of key emerging tourist routes within the region is being undertaken as part of the mid-term review of the Regional Land Transport Plan (RLTP).

Response to submission on the draft IAF 2018

Members will recall that the 14 June 2017 meeting received a submission on the draft Investment Assessment Framework (IAF). The IAF is produced by the NZ Transport Agency as a first step in operationalising the Government Policy Statement (GPS) on Land Transport, to enable the Agency to give effect to the GPS. The IAF is very operationally-focused, being about how applications for investment from the NLTF are assessed. Officers

therefore prepared a submission with input provided by the Regional Transport Advisory Group, which the Committee received for information at their previous meeting.

A response to the feedback provided on the draft IAF 2018 has been received from the NZ Transport Agency and is attached for Members' information. The Committee is reminded that the GPS and IAF will not be finalised until after the General Election.

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*.

Legal considerations

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

Appendices/Attachments

- Document 1885409: Letter to NZTA re AG2MM Corridor Improvements options shortlist
- Document 1887210: State highway maintenance concerns letter to NZTA June 2017
- Document 1919455: Scan signed letter to NZTA on draft SHIP June 2017
- Document 1907461: RTC letter to TREDIS June 2017
- Document 1907464: Scan signed letter on draft LTSV July 2017
- Document 1903451: NZTA response to feedback on the draft IAF 2018 July 2017
- Document 1900429: Letter from NZTA re Visiting Drivers Project considerations for RLTP



19 June 2017
Document: 1883965

Parekawhia McLean
Regional Relationships Director – Central North Island
New Zealand Transport Agency
via email to Parekawhia.McLean@nzta.govt.nz

Tēnā koe Parekawhia

SH3 Awakino Gorge to Mt Messenger Corridor Improvements project

As you are aware, the State Highway 3 Working Party received project updates on the Awakino Gorge to Mt Messenger programme at their 3 May 2017 meeting. Updates centred on the short-list of treatment options being considered for the Corridor Improvements project.

At the meeting, the Working Party moved to formally support the Safe Roads Alliance preference for the 'Option 7' short-list of treatment options as presented (refer to the presentation screenshot provided over page), noting however that the Bexley Curve Realignment should be considered at a future date. Though you were at the meeting and therefore well aware of this resolution, this letter is for formal notification purposes.

The Working Party understand that the proposed Bexley Curve Realignment involves the construction of two bridges and has been deemed too expensive to include within the preferred treatments at this stage, as the \$20M cost would include too many trade-offs for the rest of the corridor. While, the Working Party consider it important that the Bexley Curve Realignment is progressed in future, it agrees with the Safe Roads Alliance that this should not be to the detriment of the range of other corridor treatments proposed at this time. Rather, this project should be kept in reserve for consideration at a future date – possibly through the Regional Improvements Activity Class. It is noted however, that the Bexley Curve needs to have at least the minimum safety improvements (such as increased signage and vegetation removal) undertaken as part of the Corridor Improvements works to be progressed in the next 18 months.

Please do not hesitate to contact Mike Nield or Fiona Ritson with any queries you may have.

Nāku noa nā
BG Chamberlain
Chief Executive

A handwritten signature in blue ink, appearing to read 'MJ Nield', is written over a blue circular stamp.

per: M J Nield
Director Corporate Services

Short List

Treatment Mix	Cost of Implementation	Safety: 25% reduction DSI over 10yrs	Resilience: 25% reduction in road closures	Journey: Maintain or Improve route efficiency (<1-minute TT reduction)	Complexity	Status
		Project Objectives Baseline				
		35 DSI in last 5 years	5 days/year full closures 10 days/year partial closures	1 hr 22 min for light vehicles 1 hr 30 min for heavy vehicles		
Option 7 Committed Treatments Stage 1 Speed Management Tongaporutu Intersection Hammond Curve Realignment Proposed Treatments Hannahs Curve River Realignment Ladies Mile Full Passing (South) Mokau Slow Vehicle Bay (South) Tongaporutu Full Passing (North) Resilience	\$19.10M	20.9 DSI 30%	26%	33 sec/veh.	✓✓	Proceed to shortlist
Option 8 Committed Treatments Stage 1 Speed Management Tongaporutu Intersection Hammond Curve Realignment Proposed Treatments Hannah Curve River Realignment Ladies Mile Full Passing (South) Mokau Slow Vehicle Bay (South) Tongaporutu Full Passing (North) Resilience	\$26-30M	20.9 DSI 30%	26%	25 sec/veh.	✓✓	Proceed to shortlist
Option 9B – as per Option 9 with addition of over-slip mitigation at Hannahs Curve Committed Treatments Stage 1 Speed Management Tongaporutu Intersection Hammond Curve Realignment Proposed Treatments Hannahs Low Cost Option (Resilience) Ladies Mile Full Passing (South) Mokau Slow Vehicle Bay (South) Tongaporutu Full Passing (North) Resilience	\$23.27M	15.5 DSI 22%	23%	29 sec/veh	✓	Proceed to shortlist



21 June 2017
Document: 1885686

Parekawhia McLean
Regional Relationships Director – Central North Island
New Zealand Transport Agency
via email to Parekawhia.McLean@nzta.govt.nz

Tēnā koe Parekawhia

State Highway maintenance concerns

As you are aware, local authority representatives on the Regional Transport Advisory Group have raised concerns about the maintenance of state highways throughout the region. Concerns focus on the current Network Outcomes Contract (NOC) model and its implementation, with the strong perception being that deterioration of parts of the highway network is being seen under the existing contract model.

The Taranaki Regional Transport Committee considered this matter at their 14 June 2017 meeting. The Committee agreed to these concerns about state highway maintenance in Taranaki being referred to the NZ Transport Agency formally, in its capacity as the road controlling authority for state highways. The Council is therefore writing to you, to request that you raise these concerns within the Agency; and are specifically advocating for urgent revision of the NOC model that is being used for maintaining the highways. This contract has only been in place in Taranaki since July 2014, but significant changes to the condition of the highway have been seen in the three years since. The Committee is also concerned about the NOC review being 18 months away, so advocates that these concerns are considered with more urgency to prevent further deterioration of the condition of the region's highways.

The Committee understands that data is currently being analysed about the levels of service (LOS) on state highways nationally; and notes that Ross I'Anson committed to reporting back to the Committee about how the LOS standards throughout Taranaki highways compare nationally, and how they are tracking over time – specifically whether LOS are decreasing, as is perceived.

The Committee looks forward to receiving updates on these matters. Please do not hesitate to contact Mike Nield or Fiona Ritson with any queries you may have.

Nāku noa nā
BG Chamberlain
Chief Executive

A handwritten signature in blue ink, appearing to be "MJ Nield", written over a white background.

per: MJ Nield
Director Corporate Services

47 Cloten Road · Private Bag 713 · Stratford 4352 · New Zealand
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f www.facebook.com/TaranakiRegionalCouncil t twitter.com/TaranakiRC

Please quote our document number in your reply

Working with people | caring for Taranaki

28 June 2017
Document: 1885675



Parekawhia McLean
Regional Relationships Director – Central North Island
New Zealand Transport Agency
via email to Parekawhia.McLean@nzta.govt.nz

Tēnā koe Parekawhia

State Highway Investment Proposal for Taranaki

The Council thanks the NZ Transport Agency for their presentation on the draft State Highway Investment Proposal (SHIP) at the 14 June 2017 meeting of the Regional Transport Committee. The Council appreciates the efforts being made to improve communication with regional stakeholders and provide opportunities to input into the SHIP process.

The Council takes this opportunity to provide the following feedback on the 2018-21 SHIP:

- Strong support for implementation of the *SH3 Awakino Gorge to Mt Messenger Corridor Improvements* project and the *SH3 Mt Messenger Bypass* project.
- Support also for recognition that improvement works are required on the strategic inter-regional SH3 corridor both north and south of the Awakino Gorge to Mt Messenger Programme, and note that this needs to be focused on from Waitara through to Te Kuiti. The proposed *SH3 Mt Messenger to Waitara Safety Improvements* project is therefore supported, though the Council would like to see this brought forward from the current timelines indicated.
- Strong support for the *SH43 Sealing Improvements* project which is understood to be under the Minor Improvements Activity Class. The Council looks forward to more detail being provided on this project, including the timeframes. Request is made for the *SH43 Stratford to Taumarunui Safety Improvements* project to be brought forward.
- Specific support for the proposed *SH3/45 Improved Tourist Facilities*, noting that SH43 will also be considered in future.
- Note that *Minor Improvements 2018/21* includes SH44 Moturoa intersection improvements.
- The Council notes that the current RLTP 2015-21 includes a listing of 'Activities for Future Consideration' (Table 6, Section 5.8, page 51), which the community would like the Agency to consider. This includes lifting of 2Star KiwiRAP sections to 3Star, and replacement of constraining/ageing bridges – noting the bridges on SH45 in particular.

The Council looks forward to receiving the Corridor Management Plans (CMPs) on the highways involving Taranaki.

Please do not hesitate to contact Mike Nield or Fiona Ritson with any queries you may have.

Nāku noa nā
BG Chamberlain
Chief Executive

A blue ink signature of Mike Nield is written over the text.

per: MJ Nield

Director Corporate Services

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Please quote our document number in your reply.

Working with people | caring for Taranaki



28 June 2017
Document: 1885692

Peter Tennent
c/- Liam Hodgetts
Group Manager Strategy
New Plymouth District Council
Private Bag 2025
New Plymouth 4342

Dear Peter

Transport components of the Taranaki Regional Economic Development Strategy

The Council thanks you and Liam Hodgetts for your presentation on the 'Make Way for Taranaki: Tapuae Roa' Regional Economic Development Strategy (the Strategy) to the Taranaki Regional Transport Committee's 14 June 2017 meeting. The Committee strongly supports this work and notes the importance of improved connectivity in empowering regional economic growth.

The Committee provided feedback on transport projects which may be considered in the Strategy and related action plan, including:

- Support for sealing of the last 12km stretch and general upgrade of SH43 which the Committee have long advocated for.
- Revisiting the Blue Water Highway project (Port Taranaki to Nelson) – noting its potential as an alternative national route in light of the apparent resilience issues arising from recent earthquakes, along with improvements underway on SH3 north, may add to the case for a refresh of this business case.
- Upgrading the road links and related infrastructure into the Egmont National Park (Dawson Falls, Stratford, Pukeiti and North Taranaki) to support growing tourist numbers.
- Support for the forthcoming upgrade at the New Plymouth Airport terminal – noting that safety improvements at the intersection of Airport Drive and SH3, based on expected growth at the airport along with increased urban growth in the area, are vital and should be considered as part of the Bell Block to Waitara safety improvement project.
- Not losing sight of the need to improve infrastructure and safety on the SH45 Surf Highway.

As part of the mid-term review of the *Taranaki Regional Land Transport Plan 2015/16 – 2020/21*, the matters raised as part of the Committee's discussions will be considered for inclusion.

For your information, attached please find a copy of the 'Activities included for future consideration' section provided within the Plan currently. This 'wish list' notes projects that had not been put forward by organisations for funding within the Plan's six-year timeframe, but were considered by the Committee as sufficiently important to formally note. This listing will be refreshed as part of the mid-term review process.

Peter, the Council and the Regional Transport Committee are totally supportive of the work being undertaken in the development of the Taranaki Regional Economic Development Strategy. If there is any further assistance that the Committee can provide in the completion of your strategy development, please do not hesitate to contact me.

Yours faithfully
BG Chamberlain
Chief Executive



per: M J Nield
Director Corporate Services

5.8 Activities included for future consideration

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

A range of other worthwhile potential projects have been identified by the Council on behalf of the community (not the Transport Agency as the Road

Controlling Authority), below in Table 6 for future consideration.

These should be considered for funding under the Regional Improvements Activity Class in future - refer Section 5.6.

Table 6: Activities for future consideration

Projects	Org.	Notes
SH3 Mokau – New Plymouth passing lanes	NZTA	A project for two passing lanes between Mokau and New Plymouth is currently 'Reserve' in NLTP 2012-15 for \$3,261k. <i>Potentially included in the SH3 Mount Messenger to Awakino Gorge Corridor Accelerated Regional Roading Package (ARRP) outlined in Section 5.6.</i>
SH3 North corridor improvements – from Waitara through to Hamilton	NZTA	General improvements (including curve easing, pavement widening and constraint removal) to achieve LOS appropriate to the ONRC, along with provision of additional passing opportunities. The Committee totally support the ARRP and it is hoped that this will progress a number of the desired improvements along this corridor. However there may be a number of other potential improvements on this important route that are worthwhile but do not make it through to be included for construction under ARRP. These should specifically be considered for funding under the Regional Improvements Activity Class in future - refer Section 5.6.
SH3A, SH45 improvements	NZTA	General improvements (including curve easing, pavement widening and constraint removal) to achieve LOS appropriate to the ONRC. 2Star KiwiRAP sections to be lifted to 3Star.
SH44 Breakwater/South intersection improvements	NZTA	Improvements to safety and freight route efficiency, for ease of access to Port Taranaki.
SH43 improvements including completion of seal extension	NZTA	12kms remain unsealed on this increasingly important tourist route. It also has a high personal risk rating (KiwiRAP 2012).
Widening/replacement/realignment of all constraining bridges especially:		
- SH3 Tangahoe River Bridge	NZTA	Will be strengthened in 2015 under HPMV route improvements, but replacement / realignment is important to the community.
- SH3 Midhirst Overbridge	NZTA	
- SH3 Mokoia Overbridge	NZTA	
- SH3 Manawapou River Bridge	NZTA	
- SH45 Stony River Bridge	NZTA	
- SH45 Kapuni Bridge	NZTA	This is known as 'Crash corner, Manaia'
- SH45 Oeo Bridge	NZTA	
SH3 Coronation/Cumberland St intersection improvements	NZTA	NPDC has made related improvements recently, so while there is not a significant problem presently, the intersection is under pressure and needs monitoring.



3 July 2017
Document: 1889680

Parekawhia McLean
Regional Relationships Director – Central North Island
NZ Transport Agency
via email to Parekawhia.McLean@nzta.govt.nz

Tēnā koe Parekawhia

Feedback on the draft Long Term Strategic View

The Council thanks the NZ Transport Agency for their presentation on the draft *Long Term Strategic View* (LTSV) at the 14 June 2017 meeting of the Regional Transport Committee.

The Council notes that this document is a 'strawman' engagement tool; and that while it has been created by the NZ Transport Agency, the long-term intent (by 2022) is for this to be shaped and owned by the sector. In future, the LTSV will inform other transport planning documents such as the State Highway Investment Proposal and Regional Land Transport Plans.

Firstly, the Council thanks the NZ Transport Agency for taking the important first step of drafting this document, and notes that it is largely in response to requests from the sector (particularly at the regional transport level) that this has been undertaken. It is agreed that having a shared view of the land transport system is important to allow the sector to work more effectively together to shape the future of the transport system. Per the Foreword of the document, "(the current) approach to planning and investing in the land transport system will need to shift from being fragmented and infrastructure based..." The Council looks forward to working with the Agency to improve this situation.

The Council's central response to the draft document is considerable concern that arguably the most key inter-regional journey for Taranaki of SH3 from New Plymouth to Hamilton (through Mount Messenger and Awakino Gorge) is largely ignored within the LTSV. Partly because the selected strategic context has divided the North Island into 'upper' and 'lower' sections, with Taranaki being included within the 'Lower North Island' and its northern boundary being the point of separation. The document even goes so far as to state, "In transport terms the upper North Island and lower North Island are relatively independent..." The inter-regional journey maps all ignore this vital route from New Plymouth to Hamilton. Only a minor mention of the important \$135M accelerated works underway through this corridor via the SH3 Awakino Gorge to Mount Messenger Programme is made within the New Plymouth Growth Centre section. The Council requests that this important inter-regional corridor be better reflected in the LTSV.

The Council makes other key points of feedback on the draft LTSV as follows:

- Support the increasing emphasis on resilience and recovery.

- Need to emphasise that the provision of public transport is not solely about reducing urban congestion, which seems to be the weighting placed on it within the document. In non-metro areas, the focus of public transport is accessibility.
- Rail is not sufficiently represented throughout the LTSV, particularly with regard to its effectiveness in the movement of freight, and the correlating decrease in heavy vehicle movements on roads. Modal shift from road to rail should be better incentivised, where appropriate, to both improve rail usage/viability and decrease heavy commercial vehicle impacts on infrastructure, safety and the environment.
- Strong support for the recognition of New Plymouth as a Growth Centre. Concern however that the population growth figures estimated for New Plymouth are far lower than those provided in more recent projections.
- Specific support for the recognition of the increasing forest harvesting in the Taranaki region and the resulting movement of logs via road, particularly through to Port Taranaki for export.
- The Council notes that Taranaki is part of the third tranche of RED regions, so we look forward to this work being incorporated into the LTSV once it is available later in the year.
- Note agreement that many of the communities experiencing an ageing population are within smaller territorial authorities with limited scope for alternative transport services.
- Note the shift in how tourists get around, with more choosing to drive themselves, as well as increases in numbers. This is a major factor in the Council's advocacy for SH43, the 'Forgotten World Highway', to be fully-sealed. Taranaki is currently not achieving its potential for visitor numbers and spend.
- Agreement that are on the verge of a major paradigm shift in digital technology, and how this empowers customer transport choices.
- Support the inclusion of the 'One NZer case studies' which are useful for enhancing understanding of different transport user perspectives.

The Council looks forward to receiving further iterations of the LTSV, so that it can provide further assistance in its creation.

Please do not hesitate to contact Mike Nield or Fiona Ritson with any queries you may have.

Nāku noa nā
BG Chamberlain
Chief Executive



per: M J Nield
Director Corporate Services



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13 July 2017

Hello

As you probably know, the New Zealand Transport Agency and a range of organisations, including central and local government and the tourism and rental vehicle sectors are involved in the Visiting Drivers Project. The aim of this Project is to reduce crashes on our roads, including those involving drivers from overseas, and ensure all visitors have a safe and enjoyable holiday.

The Project has many initiatives focused on educating visitors about road safety at each stage of their holiday – planning, booking, in-flight, arriving in New Zealand, and when actually on our roads. Initiatives to educate visiting drivers include an education campaign this summer to help visiting drivers recognise that New Zealand's roads are different from what they're used to and encourage them to adjust their driving when necessary. The campaign used billboards, posters, digital advertising and social media, and will be repeated this next summer.

There have also been engineering improvements to roads and roadsides in Otago, Southland and the West Coast. These initiatives include:

- Rumble strips, directional arrows painted on the road, and 'no passing' markings
- Safety barriers
- Car park and rest area upgrades
- Electronic speed indicator signs
- Other improved signage:
 - Traffic courtesy signs
 - Curve advisory signs
 - Rest area and lookout signs
 - 'Keep left' signs.

You can find out more about the Visiting Drivers Project at on the Project's website: www.saferjourneys.govt.nz/visitingdriversproject. On this website are case studies which showcase the Project's successes to date.

Many of the Project's education initiatives are targeted at visitors before they arrive, regardless of where they are travelling to in New Zealand. Some of the on-ground initiatives including the engineering works and signage have been rolled out in other regions.

We are writing to request that you consider what Project initiatives could be used to make key tourist routes on the roading network in your region safer, as you develop your Regional Land Transport Plans. Engineering improvements to roads on key tourist routes improve safety for all road users, and often lower cost initiatives can be implemented as minor safety works. Rumble strips are shown to reduce injury crashes by 24% as they provide instant feedback to drivers who are veering over the edge or centrelines. Directional arrows encourage all drivers to keep a good lane position, and no-passing markings make it clear to drivers where it is unsafe to pass. Improvements to car parking and rest areas, including advance signage, encourage visitors to take regular breaks on their journeys. Improved curve advisory and traffic courtesy signage (such as the "Traffic behind you? Let it past" sign) also assists all road users.

We have also developed a sign for use at the exits of car parks and tourist attractions to remind visitors to keep left. The specifications for this sign are available on the Transport Agency website and we would encourage you to spread the word about these signs at key tourist attractions in your region.



<http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/view/1071?category=734&subcategory1=801&term>

If you have any questions about the Project please contact the Project team at visitingdrivers@nzta.govt.nz

Regards

Jim Harland
Chair Governance Group
Visiting Drivers Project



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14 July 2017

Fiona Ritson
Taranaki Regional Council
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Dear Fiona

New Zealand Transport Agency response to sector feedback on the draft IAF

Previously the Transport Agency has written to thank you for your time and effort in providing feedback on our draft Investment Assessment Framework (IAF). We also advised that we would be back in touch with an outline of some of the key themes from the feedback we have received, together with specific responses to overall submissions.

We have now had the opportunity to review the 18 responses received, covering some 225 individual pieces of feedback, and I'm pleased to say that these responses were broadly supportive of our proposed changes to the IAF.

Positive themes that came through in a wide number of responses and included support for the following:

- Changing from a three factor to a two factor assessment approach
- The new framework is simpler and easier to understand than the former framework, and the workshops on how the new framework is applied to Improvements and Public Transport programmes provided a good opportunity to share stakeholder views
- Separate business cases are not required for Maintenance Programmes, provided that suitable information is contained in the relevant documents, particularly AMP/LTP/RLTP/RPTP
- Core Programmes will be negotiated and agreed between the programme owner and the Transport Agency
- The sector looks forward to having a greater level of transparency of the assessment factors that are used to make the final investment determinations
- The role that the Business Case Approach and preparation plays in ensuring good decisions, not just by the Transport Agency, but also by the investment partner preparing the business case
- The proposal to streamline investment decision-making on low cost/low risk activities with a higher threshold of \$1M (as currently proposed)

As part of the feedback, there were areas where investment partners indicated they felt further work was required, including:

- The draft IAF is not sufficiently aligned with the draft Government Policy Statement on Land Transport (GPS) 2018, including the inconsistent use of terminology between the two. These inconsistencies could lead to misinterpretations or gaps in the Transport Agency's assessment of activities for inclusion in the 2018–2021 National Land Transport Programme (NLTP)

- The 'draft IAF' and 'IAF for Maintenance Programmes' lack consistency of language and a plain English approach
- While supporting an agreed sector Long Term Strategic View, the relationship between 'the View' and the IAF is unclear, particularly when the View is not a statutory document
- Investment partners asked for further training/education tools in relation to the Business Case Approach, Investment Decision Making, IAF, the View and Maintenance programmes

Our response to sector feedback concerns

- To address these areas specifically, the Transport Agency will continue to work closely with the Ministry of Transport to develop the draft IAF and interpret the GPS to ensure the 2018–2021 NLTP delivers projects and benefits that align with the GPS objectives.
- We have listened to our investment partners, and the link between the View and the 'Results Alignment' assessment in the IAF is being reconsidered as part of the current consultation process.
- In the spirit of working collaboratively, the Transport Agency will make available a range of IAF-related learning materials which include animations, online modules, face-to-face sessions and information sheets. There will be a number of learning material releases throughout 2017 that will be available to all local authority staff and associated consultants involved in writing funding proposals.
- We have tried to strike a balance between maintaining continuity around the processes we apply when assessing road transport investment proposals, and giving effect to our agreed actions stemming from the 2015 Investment Decision Making (IDM) system review.

Our response to Taranaki Regional Council concerns:

Technology

Activities that use data and information to improve transport management and user choice to deliver on the customer levels of service or interventions in the medium or high Results Alignment, will achieve a very high results alignment.

We do not believe that a specific work category is required for technology as current work categories are enabling of a range of potential interventions. The IAF is designed around outcomes and results and does not discuss work categories. We would expect any proposal for new technology to clearly set out the future maintenance and renewal costs that would be required to support a technology investment over its useful lifetime. Similarly, any bid for programmes where there is current maintenance, operations and renewal cost related to these technologies should consider those costs through the AMP and programme bid in the relevant work category.

Where to get more information (Clarity & Transparency)

The Transport Agency is currently updating and improving guidance documents and we will continue to release information and training materials. To keep up to date with this information, look for our dialogue emails and check for updates on our website.

The Transport Agency is focused on improving the quality of its investment decision-making and on working closely with its partners to facilitate the timely development of important planning outputs. We appreciate the efforts that you are making to adapt to a new way of working with us, and we will continue to engage with and support you. We are interested in what benchmarks local government are using to assist us to better understand the resource and time involved to align complexity and cost for proposals across the different activity classes. We are also developing internal decision-making

process measures that will enable us to better support investment partners throughout the business case development process.

Our aim is to invest in the right results. The IAF process and assessment of proposals will be transparent and the final project investment profile will be publicly available.

Getting more advice and PIKB

We are updating and improving guidance documents that will make the IAF more understandable. We will continue to release information to develop the clarity and transparency of the new IAF, and detailed guidance will be provided in the near future on the Transport Agency's Planning and Investment Knowledge Base (PIKB) and the NZTA website. The Transport Agency has developed further supporting guidance for practitioners and will shortly be updating the PIKB with further details. Look out for our dialogue emails and check for updates on our website. If you would like more advice please contact your regional investment advisor.

Streamlined Assessment

Although not specifically part of the IAF, we are taking the opportunity to streamline investment decision-making and the business case approach for low cost, low risk activities (extending the model that was historically used for 'minor improvements') to an implementation cost of \$1 000 000. Overall low cost, low risk programmes will be assessed against the IAF criteria of results alignment and cost-benefit appraisal, but in a streamlined manner.

Resilience

The Transport Agency's definition of resilience includes stresses (such as climate change) and unplanned events. The Transport Agency will consider problems relating to resilience provided sufficient evidence is provided in proposals, e.g. journeys with a significant resilience gap will be rated high under the results alignment assessment.

Urgency

An urgency indication will assist in the first filtering of issues and within the context of the Government Policy Statement. The Long Term Strategic View will assist in this filtering and the required urgency to address the problems in the strategic case within 3 years, 10 years or beyond 10 years.

GPS Alignment

We have worked with the Ministry of Transport to ensure that our interpretation is consistent with the intent of the GPS, and we will look to refine the language to further improve alignment. The GPS does not provide sufficient granularity to repeat verbatim in the IAF. The IAF is used by NZ Transport Agency to refine the investment strategy to enable prioritisation and give effect to the GPS. The Transport Agency will continue to monitor the effectiveness of the IAF in regard to tension between regional and national priorities and consistent alignment with the GPS objectives.

RLTP & NLTP Alignment

RLTPs play a key role in identifying regional priorities, which should be consistent with the GPS. Regional Land Transport Plans, National programmes and Road Policing are all considered when

forming the National Land Transport Plan. The transport agency collates submitted Regional Land Transport Plans, and assesses and prioritises the activities nationally for inclusion in the NLTP. The published NLTP is a snap shot of a dynamic & continuous process.

The RLTPs and national programmes will be collated by the assessment workgroup and the activities in them are to be assessed using the NZTA's Assessment Framework. Prioritisation of activities will be undertaken nationally, taking into consideration the prioritisation by RTCs and other organisations as well as accounting for regional and crown funding. Based on the availability and sources of funding, thresholds for funding approval will be identified for appropriate activity classes. This exercise will also involve the establishment of programme funding levels for certain work categories within activity classes, e.g. minor improvements, and identification of groups for funding allocations.

In closing, work has begun to revise the draft IAF and supporting documents to reflect your feedback, although the framework can only be finalised once the Government Policy Statement on land transport is approved later in 2017.

Detailed responses to sector feedback have been consolidated around the core themes of the IDM / IAF changes we have proposed. You can find these detailed responses on our Transport Agency website. In the meantime, we welcome any further feedback you may have. If feedback is of a general nature, please contact us at nltp@nzta.govt.nz, or via your regional investment advisor if it relates to specific aspects of your transport programme.

Kind regards

NLTP Team