

# **Regional Transport Committee**

**Wednesday 9 March 2016**

**11.00am**

**Taranaki Regional Council, Stratford**

**Agenda for the Regional Transport Committee of the Taranaki Regional Council to be held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 9 March 2016 commencing at 11.00am.**



<b>Members</b>	Councillor	R F H Maxwell	(Taranaki Regional Council) (Committee Chairperson)
	Councillor	C S Williamson	(Taranaki Regional Council) (Committee Deputy Chairperson)
	Councillor	H Dodunski	(New Plymouth District Council)
	Mayor	N Volzke	(Stratford District Council)
	Mayor	R Dunlop	(South Taranaki District Council)
	Ms	R Bleakley	(New Zealand Transport Agency)
<b>Attending</b>	Messrs	B G Chamberlain	(Chief Executive)
		M J Nield	(Director-Corporate Services)
		G C Severinsen	(Policy and Strategy Manager)
		P Ledingham	(Communications Officer)
		C B Clarke	(Transport Services Manager)
	Ms	K Watt	(Passenger Transport Officer)
	Mrs	F Ritson	(Policy Analyst)
	Mrs	D Toombs	(Transport Administration Officer)
	Mrs	K van Gameren	(Committee Administrator)

**Apologies**

**Notification of Late Items**

<b>Item 1</b>	<b>Confirmation of Minutes - 2 December 2015</b>	<b>Page 1</b>
<b>Item 2</b>	<b>Minutes of the Taranaki Regional Transport Advisory Group</b>	<b>Page 8</b>
<b>Item 3</b>	<b>NZ Transport Agency Regional Report</b>	<b>Page 19</b>
<b>Item 4</b>	<b>SH3 Awakino Gorge to Mt Messenger corridor</b>	<b>Page 26</b>
<b>Item 5</b>	<b>Review of the Regional Stock Truck Effluent Disposal Strategy for Taranaki</b>	<b>Page 36</b>
<b>Item 6</b>	<b>NZ Transport Agency's MapHub</b>	<b>Page 39</b>

<b>Item 7</b>	<b>Forgotten World Adventures</b>	<b>Page 42</b>
<b>Item 8</b>	<b>Passenger transport operational update for the quarter ending 31 December 2015</b>	<b>Page 44</b>
<b>Item 9</b>	<b>General Business</b>	

## Agenda Memorandum

**Date** 9 March 2016



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

**Subject: Deputation to the Regional Transport  
Committee – Sarah Ashworth and Esther  
Kirk**

**Document:** 1649846

---

### **Deputation to the Regional Transport Committee**

Sarah Ashworth and Esther Kirk have requested to be heard by the Regional Transport Committee (by way of a deputation) to present to Members on their efforts to reduce the speed limit at Oakura.

Deputations to Committees are covered by the current Model Standing Orders (NZS9202:2003) section 3.19.

Committee Chairman, Councillor R F H Maxwell, has granted permission for the deputation to occur and a limit of 10 minutes is placed on the speakers making the presentation.

## Agenda Memorandum

**Date** 9 March 2016



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

**Subject: Confirmation of Minutes – 2 December  
2015**

**Item:** 1

**Approved by:** M J Nield, Director-Corporate Services

B G Chamberlain, Chief Executive

**Document:** 1647404

---

### 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 2 December 2015 at 10.30am
2. notes the recommendations therein were adopted by the Taranaki Regional Council on 15 December 2015.

### Matters arising

#### Appendices

Document #1608494 – Minutes Regional Transport Committee Wednesday 2 December 2015

**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 2 December 2015  
commencing at 10.30am.**



<b>Members</b>	Councillor	R F H Maxwell	(Committee Chairperson)
	Councillor	C S Williamson	(Committee Deputy Chairperson)
	Councillor	H Dodunski	(New Plymouth District Council)
	Mayor	N Volzke	(Stratford District Council)
	Councillor	M Powell	(South Taranaki District Council)
	Ms	R Bleakley	(NZ Transport Agency)
<b>Attending</b>	Councillor	M J Cloke	
	Messrs	M J Nield	(Director-Corporate Services)
		C B Clarke	(Transport Services Manager)
	Mrs	K van Gameren	(Committee Administrator)
	Mrs	F Ritson	(Policy Analyst)
	Ms	K Watt	(Passenger Transport Officer)
	Mrs	D Toombs	(Transport Administration Officer)
	Mr	P Ledingham	(Communications Officer)
	Messrs	D McGonigal	(NZ Transport Agency)
		R I Anson	(NZ Transport Agency)
		V Lim	(South Taranaki District Council)
		B Manning	(South Taranaki District Council)
		C Whittleston	(New Plymouth District Council)
		S Bowden	(Stratford District Council)
	Ms	M Webby	(RoadSafe Taranaki)
	Sgnt	G White	(NZ Police)
	Ms	M Becroft	(Ministry of Transport)
	Mr	D Greig	(Ministry of Transport)
	Ms	J Johnson	(New Plymouth District Council)
Ms	A Crawford	(New Plymouth District Council)	
<b>Apologies</b>	The apology from Mayor R Dunlop (South Taranaki District Council) was received and sustained.		
<b>Notification of Late Items</b>	There were no late items of general business.		

## 1. Confirmation of Minutes – 7 October 2015

### Resolved

THAT the Regional Transport Committee of the Taranaki Regional Council

1. takes as read and confirms the minutes and recommendations and confidential 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 7 October 2015 at 10.30am
2. notes the recommendations therein were adopted by the Taranaki Regional Council on 3 November 2015.

Maxwell/Volzke

### Matters arising

There were no matters arising.

## 2. Minutes of the Taranaki Regional Transport Advisory Group

- 2.1 The minutes of the Taranaki Regional Transport Advisory Group (RTAG) meeting held on Wednesday 18 November 2015 were received and noted.
- 2.2 In relation to the Indicative Business Case report (SH3 Awakino Gorge to Mt Messenger Investigation Project), Ms R Bleakley, NZ Transport Agency, advised the Committee that the report is still working through a process within the Agency but is progressing towards being available for release publically.

### Recommended

THAT the Taranaki Regional Council

1. receives for information purposes the confirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 18 November 2015

Maxwell/Powell

## 3. Request to vary the Regional Land Transport Plan 2015/2021

- 3.1 The memorandum seeking approval of a request from the South Taranaki District Council (STDC) for a variation to the *Regional Land Transport Plan for Taranaki 2015/16 – 2020/21* (RLTPlan) was considered.
- 3.2 Mr V Lim, South Taranaki District Council, provided a presentation to the Committee on the proposed variation being an extension of Nukumarū Station Road as an alternative route to Waiinu Beach and the Silver Fern Farm Waitotara processing plant. The proposed extension is a new 6km road from the end of Nukumarū Station Road to Waiinu Beach with the existing Limeworks Bridge on Waiinu Beach Road eventually being removed.

## 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 include the following project:
  - Nukumarū Station Road Extension
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 for their consideration and approval for co-investment.

Maxwell/Dodunski

## 4. New Zealand Transport Agency Regional Report

- 4.1 Ms R Bleakley, New Zealand Transport Agency, spoke to the Regional Report updating Members on Agency news and activities and deliverables from the current National Land Transport Programme.
- 4.2 Ms Bleakley noted to the Committee that Mr Fergus Gammie has been appointed as the new Chief Executive of the NZ Transport Agency and he will take up his position on 1 March 2016. Mr Dave Brash will act as Chief Executive over the interim period from 18 December 2015 until Mr Gammie's employment commences.
- 4.3 Mr D McGonigal, NZ Transport Agency, provided an update to the Committee on the Normandy Overbridge Realignment Project. An archaeological site has been uncovered at the south end of the project site. The NZ Transport Agency is following their internal protocol in dealing with this matter involving the local Iwi of the area and Heritage New Zealand. Work around the site has been halted while investigations are undertaken by an expert archaeological team. All other site works are continuing and it is not expected to delay the completion of the project.
- 4.4 The Committee were advised that the next phase of the Bell Block to Waitara investigation project was to develop a Programme Business Case. Workshops will continue with key stakeholders to help shape the overall project. The Committee expressed desire to see opportunities to provide input from the key stakeholders into the project at a local/regional level continue and that public consultation commence on the design options at an early stage.
- 4.5 Mayor N Volzke, Stratford District Council, requested that up to date information and timing on the maintenance and repairs of Taranaki's state highway networks, particularly SH43 post the June 2015 regional flooding event, be made available to affected communities where works are being carried out. It was advised that the NZ Transport will respond to this request.



**Recommended**

THAT the Taranaki Regional Council

1. notes and receives the Regional Report from the New Zealand Transport Agency dated 2 December 2015.

Maxwell/Volzke

**5. Regional Road Safety Update**

- 5.1 Mrs Marion Webby (Road Safety Co-ordinator) and Sergeant G White (Traffic Alcohol Group) of the Taranaki Road Safety Action Planning Group provided an update to the Committee on road safety activities in the Taranaki region.

**Recommended**

THAT the Taranaki Regional Council

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

Maxwell/Williamson

**6. Ministry of Transport presentation on its Strategic Policy Programme**

- 6.1 Ms M Beacroft and Mr D Greig, Ministry of Transport, provided a presentation to the Committee on the Ministry's Strategic Policy Programme.

**Recommended**

THAT the Taranaki Regional Council

1. notes and receives with thanks the presentation provided by representatives of the Ministry of Transport on its Strategic Policy Programme.

Maxwell/Bleakley

**7. New Plymouth District Blueprint**

- 7.1 Ms J Johnson, New Plymouth District Council, provided a presentation to the Committee on the New Plymouth District Council's development of the New Plymouth District 30-year Blueprint and how it will inform the review of the Council's District Plan on issues relevant to transport planning.

**Recommended**

THAT the Taranaki Regional Council

1. receives and notes with thanks the presentation provided by Juliet Johnson, New Plymouth District Council, on the New Plymouth District 30-year Blueprint.

Maxwell/Williamson

## **8. Passenger transport operational update for the quarter ending 30 September 2015**

- 8.1 Mr C B Clarke, Transport Services Manager, spoke to the memorandum providing the Committee with an operational report of the public transport services throughout Taranaki as at 30 September 2015.

### **Recommended**

THAT the Taranaki Regional Council

1. receives and notes the operational report of the public transport services for the quarter ending 30 September 2015.

Volzke/Dodunski

## **9. General Business**

### Invitation to the Taranaki Regional Transport Committee to visit the Waikato Regional Transport Committee

The Committee noted that the Taranaki Regional Transport Committee has been issued an invitation from the Waikato Regional Transport Committee to visit the Waikato region in late March/early April 2016 to reciprocate the visit by the Waikato RTC to Taranaki earlier this year. Interest and availability in the tour will be gauged in early 2016.

There being no further business the Committee Chairperson, Councillor R F H Maxwell, declared the Regional Transport Committee meeting closed at 12.35pm.

### **Confirmed**

**Committee Chairperson:** \_\_\_\_\_  
**R F H Maxwell**

**Date:** **9 March 2016**

## Agenda Memorandum

**Date** 9 March 2016



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

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

**Item:** 2

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

**Document:** 1648981

---

### Purpose

The purpose of this memorandum is to receive (for information) the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 17 February 2016.

### Recommendation

That the Taranaki Regional Council:

1. receives for information purposes the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 17 February 2016.

### 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 1648481: Minutes Taranaki Regional Transport Advisory Group (RTAG)  
17Feb2016

# Taranaki Regional Transport Advisory Group Meeting

## MINUTES

**Date** Wednesday 17 February 2016 at 10.30am.

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

**Present**

Steve Bowden (SB)	SDC
Carl Whittleston (CW)	NPDC
Vincent Lim (VL)	STDC
Paul Murphy (PM)	NZTA
Wayne Keightley (WK)	NZTA
Chris Clarke (CC)	TRC
Gray Severinsen (GS)	TRC
Karen Watt (KW)	TRC
Fiona Ritson (FR)	TRC
Deborah Toombs (DT)	TRC

**Apologies** Cole O'Keefe (CO) NZTA

Item	Agenda subject	Actions						
1.	<p><b>Welcome and apologies</b></p> <p>CC welcomed Deborah Toombs who will be providing administrative support at these meetings in future.</p> <p>Apologies were received from Cole O'Keefe.</p>							
2.	<p><b>Confirmation of previous Minutes</b></p> <p>The previous minutes of the RTAG meeting on Wednesday 18 November 2015 were accepted as true and correct.</p>							
2(a)	<p><b>Matters Arising</b></p> <p>FR circulated the NZ Transport Agency Key Contact List on 18 January.</p> <p>Group's recommendation that WK join the project team for the SH3 Awakino Gorge to Mt Messenger Project - no further information/progress.</p>							
2(b)	<p><b>Updates on outstanding actions</b></p> <table border="1"> <thead> <tr> <th>Meeting date</th> <th>Subject</th> <th>Responsibility</th> </tr> </thead> <tbody> <tr> <td>18/11/2015</td> <td>5. NZTA to advise who will be the Taranaki</td> <td>HNO</td> </tr> </tbody> </table>	Meeting date	Subject	Responsibility	18/11/2015	5. NZTA to advise who will be the Taranaki	HNO	
Meeting date	Subject	Responsibility						
18/11/2015	5. NZTA to advise who will be the Taranaki	HNO						

	RTAG rep on the SH3 Awakino Gorge to Mt Messenger improvements project team.	
3.	<p><b>Regional Stock Truck Effluent Disposal Strategy - 2016 review</b></p> <p>FR noted that the Taranaki Stock Truck Effluent Working Party (STEWP) has been re-established for the purpose of reviewing the 2001 Strategy. The majority of RTAG members are on the Working Party, with additional representatives from other key stakeholders. The review has been initiated with a project brief, and aims to be fully completed by the end of 2016.</p> <p>Discussion was held on the existing situation. Per FR there are anecdotal reports of discharging in South Taranaki coastal and Kapuni/Kaponga areas, and also around Mount Messenger. VL informed the meeting that there are incidents of grain dumping at the Waverley in-transit site annually which blocks the drains. CW spoke about the Ahititi in-transit facility and possible improvements to it.</p>	
4.	<p><b>Key Project Updates from NZTA</b></p> <ul style="list-style-type: none"> <li>▪ <b>SH3 Vickers to City – construction</b> WK informed the meeting that this project is progressing reasonably well. Fine-tuning of traffic flows has been required due to a lot of work currently being focused around the intersections. A large load (of an underwater restaurant) recently passed through without any issues (from Fitzroy Engineering's workshop in Waiwhakaiho to Port Taranaki).</li> <li>▪ <b>SH3 Normanby Overbridge Realignment – construction</b> WK advised that a hui was held in Hawera on 15/02/2016 with a number of stakeholders in regard to the unresolved historical site discovered. Rest of the works are completing well and largely on track.</li> <li>▪ <b>SH3 Bell Block to Waitara – investigation</b> WK advised that the stakeholder group is currently reviewing the Programme BC. This will progress to Indicative BC once feedback is incorporated.  CC advised that David McGonigal (SH Manager) and Simon Barnett (the Project Leader) of the Agency will be briefing key TRC representatives on this matter later this month.</li> <li>▪ <b>SH3 Mt Messenger to Awakino Gorge – investigation</b> FR noted the release of the long-awaited Indicative BC report on 28/1, shortly after the ministerial announcement on 27/1 regarding further accelerated projects. This report has been circulated to the Group along with the RTC, via email. WK advised that, per the ministerial</li> </ul>	

	<p>announcement, parts of the project will now progress to Detailed BC.</p> <ul style="list-style-type: none"> <li>▪ <b>New accelerated projects announced on 27/01/2016</b></li> </ul> <p>Discussion was held on the Government's announcement on 27/1 of two more accelerated regional roading projects that will benefit Taranaki (which were given as possibilities in the above Indicative BC report):</p> <ul style="list-style-type: none"> <li>- SH3 Mt Messenger Bypass project</li> <li>- SH3 Awakino Tunnel Bypass project</li> </ul> <p>It is likely that these will run as separate projects, but the Agency is currently working through these matters. While some indication is given in the existing report(s) as to the potential bypass route of Mt Messenger, caution needs to be exercised around this at present given its high-level nature and the very early stages for the Agency in assessing this new project. FR will circulate to the RTAG the relevant sections of the 2015 and 2002 reports just for their information.</p> <p>VL noted the importance of SH3 over Mt Messenger still functioning whilst work is going on. WK emphasised that there will be no lowering of LOS on the existing route until the changeover to the new bypass is complete, and this has already been made clear to the maintenance contractor.</p> <ul style="list-style-type: none"> <li>▪ <b>Funding arrangements for Special Purpose Roads</b></li> </ul> <p>No updates</p>	FR
5.	<p><b>Round Table updates</b> - including on Emergency Works from 2015 flooding</p>	
	<p><b>NPDC (CW)</b></p> <ul style="list-style-type: none"> <li>▪ Several flood repair contracts out for completion this season.</li> <li>▪ Oakura locals increasingly concerned about traffic speeds through town - discussions are underway with NZTA and the community. This has also been raised in Okato and Urenui.</li> <li>▪ South Road walking/cycling improvements almost finished, including the installation of pedestrian activated alert lights. WK noted that the Agency are identifying sites for similar warning light installation in 2016/17.</li> <li>▪ Legacy issue from Bell Block bypass of the corrugations of the pavement on Henwood Road still needs to be resolved.</li> </ul>	
	<p><b>NZTA - P&amp;I (PM)</b></p> <ul style="list-style-type: none"> <li>▪ Nothing to raise at this time.</li> </ul>	

	<p><b>SDC (SB)</b></p> <ul style="list-style-type: none"> <li>▪ Anticipated Emergency Works costs from the June 2015 weather event have increased to \$4M (from \$3.2M), so will be seeking additional funding. Works all to be completed this financial year.</li> <li>▪ Addressing the state of Broadway has been deferred by RAPT for another year.</li> <li>▪ WK was thanked for his involvement in getting the Midhurst Railway Bridge smoothed out.</li> <li>▪ Drafting of a Detailed BC for LED streetlight conversion is underway. Both VL and SB will be trialling a dozen, then SDC/STDC will place combined order to improve purchasing power.</li> <li>▪ Approached regarding potential moving of large (64m long, 19 axle, 300+t) load through Stratford (from the Port to Kapuni) – technical issues to resolve.</li> </ul>	
	<p><b>NZTA - HNO (WK)</b></p> <ul style="list-style-type: none"> <li>▪ Main focus currently is on reseals throughout the region, especially on Mt Messenger (where blast furnace slag is being used).</li> <li>▪ Emergency Works – all works being carried out under variation to the NOC. Designs nearly complete. Patea Bridge is priority due to its critical lifeline link status. Works on SH43 &amp; SH3 Manawapou Hill are yet to start on site but progressing through pre-construction phases.</li> <li>▪ Emergency Works communication info is being developed for interested parties.</li> <li>▪ Outside of region, recent weather pattern has resulted in some highway pavements literally falling apart due to the heat.</li> <li>▪ CW stated that total crashes statistics not good for this year so far. There have been three fatalities in the last few weeks.</li> </ul>	
	<p><b>STDC (VL)</b></p> <ul style="list-style-type: none"> <li>▪ Work has started on the Denby Road Pathway which will connect Hawera to Waihi Beach and is a high profile project for STDC.</li> <li>▪ Permanent restoration works for flood damage is largely progressing well. Lakes Road package out for tender shortly.</li> <li>▪ Considering seeking a blanket consent for dealing with flood debris and bridge cleaning.</li> </ul>	
6.	<p><b>Update from Agency on addressing under-slips on SH43 saddles.</b></p> <p>Item raised by SB due to ongoing concerns by SDC and the community. Per WK, progress is being made, with works currently being designed. Will proceed as one package. Timeframe for construction not yet known.</p>	



7.	<p><b>RTC Agenda Items</b></p> <p>FR outlined the agenda items planned for the RTC meeting on 9 March, requesting feedback/ guidance.</p> <p>Likely/potential agenda items for the other RTC meetings throughout 2016 were discussed.</p> <p>It was noted that there was no conduit in Agency representation between the RTAG and RTC meetings. Currently, none of the Agency reps who attend the Taranaki RTC meetings have been present for RTAG discussions. Nor do the Agency reps on the RTAG gain the potentially valuable insight into the Committee's operations if they are not present at the RTC meetings. Non-Agency members of the RTAG are all present for RTC meetings for this reason. The Group discussed the best way to bridge this gap and agreed there would be merit in the Agency's Journey Manager (Wayne Keightley) attending the Taranaki RTC meetings going forward. FR to place this recommendation from the RTAG before the Agency.</p>	FR
8.	<p><b>Business Case Approach and One Network Roading Classification</b></p> <p>General discussion and updates on work to implement the BC Approach and ONRC. Workshop held on 15/02/2016 was attended by all RCAs in the region and focused on AMPs. How council 'Asset Management Plans' are blended with the Agency-required 'Activity Management Plans' is a developing area of work.</p> <p>The performance measurement tools are evolving, with use of the current version helping RCAs to identify any gaps in their data. Clarification on benchmarking is still needed.</p> <p>All Programmes need to be lined up with the new approach by September 2017.</p>	

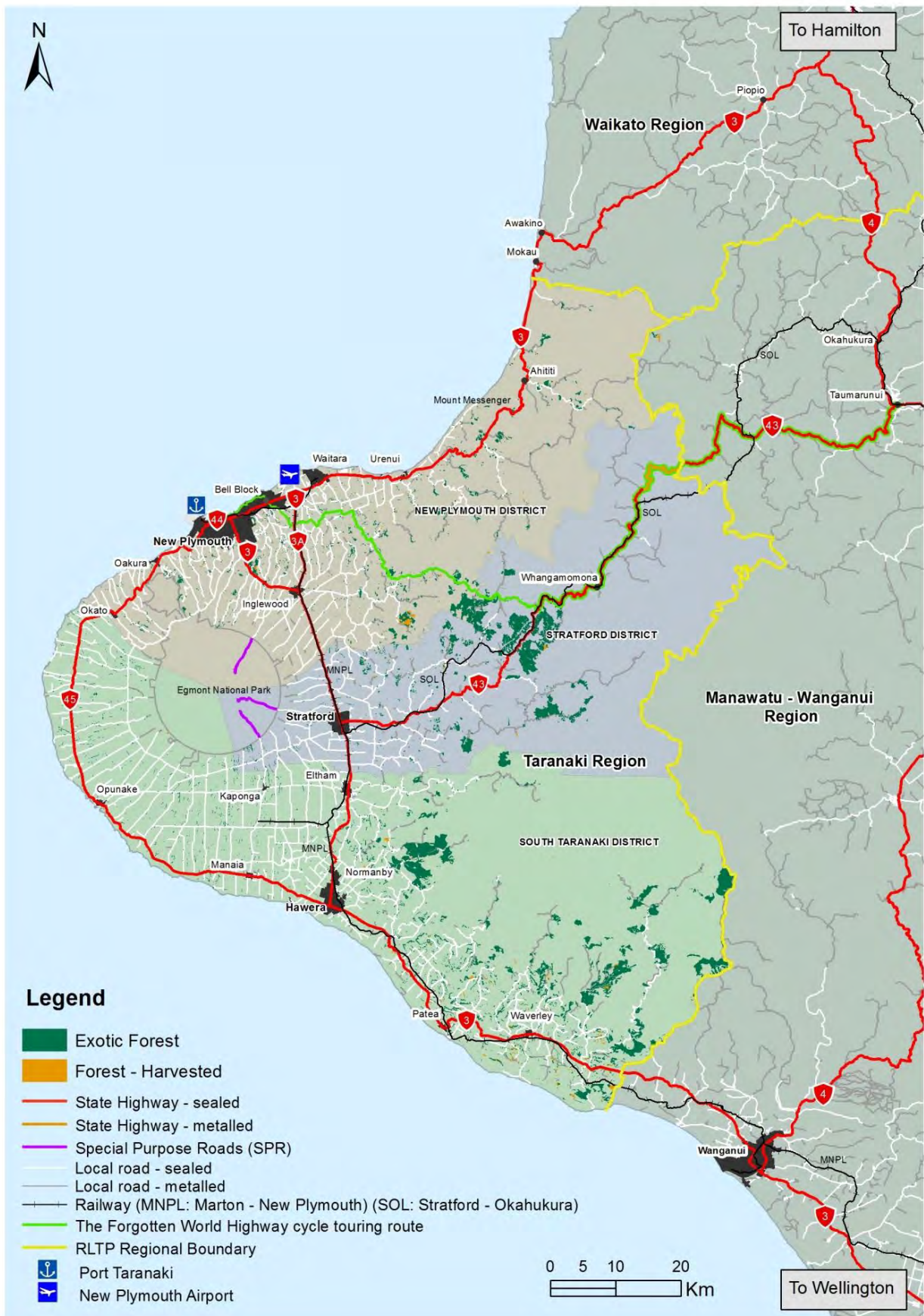
<p><b>9.</b></p>	<p><b>Forestry harvest impacts</b></p> <p>Discussion was held on RCA knowledge/preparations for upcoming forestry harvesting in the region, and the role of RTAG in this given the increasing impacts this will have on roading infrastructure. Each RCA gave an update on their related activities. Some companies are approaching DCs individually about their plans, but such discussions are currently quite adhoc.</p> <p>FR tabled a regional land transport base map overlaid with exotic forestry (attached) prepared by TRC's GIS team. FR noted that this map showed forestry within the Taranaki region, rather than the full Stratford District – SDC has forestry data for its full district so will forward the appropriate GIS layer to TRC so that this can be added.</p> <p>It was agreed that a regional approach would be beneficial to collating information (particularly geospatially) to help prepare for the expected forestry harvesting in southern and central Taranaki. The RTAG will therefore discuss forestry in greater depth at its next meeting. It was agreed for FR to invite Kevin Cash from TRC's Land Management team to join the March meeting as he has useful experience/knowledge in this area.</p> <p>CW noted that NPDC has received a request to build a logging weigh station on road reserve.</p>	<p>SB</p> <p>FR</p>
<p><b>10.</b></p>	<p><b>Transport-related geospatial analysis and access</b></p> <p>A roundtable was held of current GIS mapping being undertaken by each organisation in respect of transport, and discussion as to future collaborative opportunities.</p> <p>FR queried what NZTA's national MapHub project involves and what links with regional data this will/could have. FR is meeting with CO about MapHub on 25/2 and a demonstration is going to the RTC.</p> <p>The Group agreed that this was an area of work that could be very beneficial. Further investigate collaborative opportunities to improve regional data access/mapping, and which aspects could be made publicly available (and whether through the national MapHub site or via developing a Regional Transport Portal) will be considered. FR and CO to investigate further and Group to discuss at next meeting.</p> <p>FR noted that TRC will be redoing the aerial photography of the region next summer (is undertaken every 5 years) and discussions are already underway re the usual collaborative approach with other councils.</p>	<p>FR / CO</p>
<p><b>11.</b></p>	<p><b>Other Business</b></p> <ul style="list-style-type: none"> <li>▪ <b>Taranaki RTC fieldtrip to Waikato in April 2016</b></li> </ul> <p>FR noted that a placeholder diary appointment for the RTC trip to Waikato has been sent out for the 14/15 April.</p>	

	<ul style="list-style-type: none"> <li>▪ <b>Transport SIG formation</b> FR advised that the previous 'Regional Transport Officers' group has now been formalised as a national Special Interest Group (SIG) of the Regional Sector Group of LGNZ. The Transport SIG will meet three times per year and reports through to the CEOs of regional and unitary councils. This SIG will provide a more formal forum for proactive collaborative efforts in the regional transport sector. CC, FR and GS are Taranaki representatives on the group. Public transport matters around Integrated Ticketing and SuperGold Card are two key issues currently.</li>   <li>▪ <b>KiwiRail update</b> Advice from KiwiRail to FR is that there are very few changes occurring with rail in Taranaki, including no plans for moving increased logging in the region. It appears that the potential for an aggregation hub at Stratford, which was raised during RLTP planning in mid-2014, is not being considered currently. KiwiRail are working with Wellington's CentrePort to develop a container transfer facility at their Smart Road site.  CW advised that NPDC are working with KiwiRail reviewing pedestrian safety.</li>   <li>▪ <b>Regional Walkways and Cycleways Strategy review</b> FR will circulate project brief/ timeline when drafted.</li>   <li>▪ <b>Vehicle Dimension and Mass (VDAM) Review</b> Key concerns for DCs are the large number of bridges on local roads which are not capable of carrying a 50t load. If these rule changes come in where no permit is required, this could put bridge stock at risk – bridges would need to be strengthened or have signage posted advising of their restrictions. SB noted that SDC alone have 37 bridges that cannot take that weight.  RCAs did not individually submit on the VDM Discussion Document, though STDC did endorse a comprehensive submission made by the RCA Forum.</li>   <li>▪ SB advised that SDC are involved in a range of discussions about <b>recreational opportunities in the eastern hill country</b> centred around Whangamomona Road.</li> </ul>	FR
12.	<p>Meeting closed at 1.20pm.</p> <p>Next meeting - Wednesday 30 March 2016.</p>	

### Acronyms commonly used in RTAG meetings

Acronym	Meaning
AMP	Asset or Activity Management Plan
BC	Business Case
HNO	Highways & Network Operations section of NZTA
LOS	Levels of Service
NOC	Network Outcomes Contract
NPDC	New Plymouth District Council
NZTA	New Zealand Transport Agency
ONRC	One Network Roding Classification
P&I	Planning & Investment section of NZTA
RAPT	Review and Prioritisation Team
RCA	Road Controlling Authority
RLTP	Regional Land Transport Plan
RTAG	Regional Transport Advisory Group
RTC	Regional Transport Committee
SDC	Stratford District Council
SH	State Highway
SIG	Special Interest Group
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
TRC	Taranaki Regional Council
VDAM	Vehicle Dimensions & Mass

Attachment 1: Map showing indicative location of exotic forestry throughout region.



## Agenda Memorandum

**Date** 9 March 2016



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

**Subject: NZ Transport Agency Regional Report**

**Item:** 3

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

**Document:** 1649005

---

### Purpose

The purpose of this memorandum is to provide an opportunity for New Zealand Transport Agency representatives to update Members on Agency activities.

### Recommendation

That the Taranaki Regional Council:

1. receives and notes the Regional Report from the New Zealand Transport Agency dated 9 March 2016.

### Background

Attached to this memorandum for the Committee's reference is the Regional report from the Transport Agency to the Taranaki Regional Transport Committee dated 9 March 2016.

Raewyn Bleakley (Regional Director, Central) will speak to this agenda item, supported by other Transport Agency staff as appropriate.

As part of the item, the Visiting Drivers video referred to in the attached report will be shown.

### 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 1647084: NZTA Regional Report to Taranaki RTC - March 2016

# Regional Report



<b>Report to:</b>	<b>Taranaki Regional Transport Committee</b>
<b>Presenter:</b>	Raewyn Bleakley, Regional Director - Central
<b>Date:</b>	9 March 2016

## 1. Agency News

### **Fergus Gammie appointed Chief Executive of NZ Transport Agency**

Fergus Gammie started his role as the new Chief Executive (CE) of the NZ Transport Agency on 1 March 2016.

Mr Gammie is a former Chief Executive of Auckland Regional Transport Authority (ARTA), Chief Operating Officer of Auckland Transport, Deputy Director General Transport Services of Transport for New South Wales and currently Deputy Secretary Infrastructure & Services with the same organisation.

With strong relationship skills and an ability to engage and build rapport, Mr Gammie will bring a good mix of leadership, inspiration, operational experience, technical breadth and long-term thinking to the land transport sector in New Zealand.

### **Super Gold Card Review**

In collaboration with regional councils, the Transport Agency has been tasked with developing a bulk funding methodology for the SuperGold Scheme in time for the change to be in effect by 1 July 2016.

In January the Transport Agency invited councils to provide feedback on a proposed methodology. The document, Engagement on the Development of a Sustainable SuperGold Funding Allocation, provided an opportunity for all stakeholders to consider the proposed approach and express their views.

The engagement period closed on 29 February 2016 and we are now reviewing the feedback provided.

A recommended methodology will be tabled for approval by the Transport Agency Board in April 2016. An update on the outcome of the Board's decision and the allocated funding for 2016/17 will be provided in late April 2016.

We would like to thank all those who have contributed to the development of a proposed funding allocation methodology so far.

### **Visiting Drivers project**

The purpose of this project is to improve road safety for, and of, visiting drivers, while maintaining New Zealand's reputation as an attractive and safe tourist destination. The project has an on-the-ground focus in Otago, Southland and the West Coast but many of the initiatives will benefit all visitors to New Zealand and other road users.

Through the project, a range of initiatives are in place - and more will be introduced - to reach visitors at each stage of their holiday: planning, booking, in-flight, arriving in NZ, and when actually on our roads. One of the first initiatives is the Visiting Drivers video which can be found at <https://www.youtube.com/watch?v=XQgJi6TymS8>.

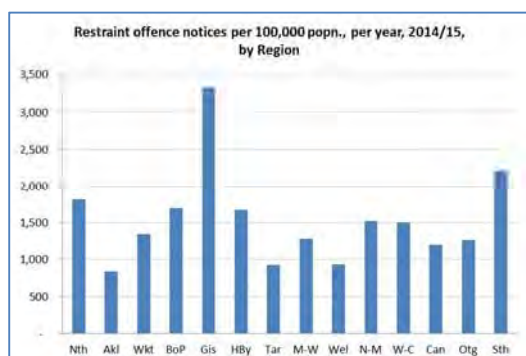
### **New Safety Campaign**

The Transport Agency is working on a new advertising campaign which targets those who don't wear seat belts. Recent studies show that New Zealanders have a very high rate of seat belt use in the general population, with 95-97% of drivers and front seat passengers buckling up. Despite this, many of those who died in crashes were found not to have been restrained.



In the last 5 years alone, 300 people have died because they chose not to wear a seat belt. The graphs below show how the regions compare in terms of restraint notices and fatalities.

The campaign should be ready to launch in April this year and will include information and advertising material that regional road safety partners can pick up and use locally.



## 2. Central Region Events

### Government Announcement on Mt Messenger and the Awakino Gorge Project

On 27 January 2016 Prime Minister John Key announced funding of up to \$115 million to accelerate regionally significant roading projects in Taranaki, Gisborne and Marlborough. Included in the list of projects were bypasses of Mt Messenger and the Awakino Gorge tunnel with estimated costs of \$80 – 90 million and \$9-15 million respectively.

Transport Minister Simon Bridges said that improving the reliability and safety of this important link between Taranaki and the Waikato was a real priority for the Government and will ensure that this highway length continues to support the on-going economic growth of Taranaki.

An overview of Mt Messenger and Awakino Gorge corridor project has been included as Appendix One of this report.

More information on the Accelerated Regional Roding Programme announcement can be found at <http://www.beehive.govt.nz/release/115m-accelerate-regional-roading-projects>

### New Regional Manager, Access and Use

I am delighted to announce that Jeff Scoringe has been appointed to the role of Regional Manager Access & Use made vacant by the departure of Carey Griffiths. Jeff moves from his current role as Commercial Transport Manager based in Wellington to his new position on Monday 29th February. Some of you may have met Jeff through his work on the monitoring of road safety programmes. We look forward to him joining the Regional Leadership Team and taking an active part in working with our stakeholders throughout the Central region.

### Road Safety

2015 Progress: When considering all the crashes on Taranaki Roads (both local and state highway) we found that over the last five years (2011 to 2015) the average number of fatal crashes was 9.4 per year or 0.8 per month. This is better than the previous five year period (2010-2014) where the average number of fatal crashes was 10.2 per year or 0.9 per month.

The average number of serious injury crashes from 2011 to 2015 (5 years) was 45.2 or 3.8 per month. This is similar to the previous five year period (2010 to 2014) which had 45.2 serious injury crashes. It should be noted that not all the serious crashes may be in the database yet. A more complete update of crashes will be provided in the next report, when all crashes have been recorded. This information is usually available at the end of March. The Transport Agency will continue to work with you to embed the safe system approach to focus on further improving safety and maintaining a downward trend in crashes.

### 3. Delivery of the National Land Transport Programme (NLTP)

#### R Funds Balance

R Fund	Initial Available Funding	Spent to Date 2005/06 - 2014/15	Projects with Funding Approved for 2015-18	Projects Awaiting Approval
Taranaki	\$50,053,160	\$43,122,575	\$6,375,470	\$555,115

There have been no funding approvals using R funds since the 2 December 2015 RTC meeting.

There is \$555,115 of R funds still to be committed to regional projects. Funds will be committed automatically as investment is approved for each project.

#### Business Case Development

##### **Programme Business Case: Bell Block to Waitara investigation**

The Transport Agency has completed the Programme Business Case. The recommendations will be reviewed by the Transport Agency, shared with key stakeholders for feedback and will then go through formal Transport Agency approval processes, before going to the next phase of the business case process.

#### Indicative Business Cases

##### **Awakino Gorge to Mount Messenger**

As noted above the Government, via the Accelerated Regional Rooding Package, has approved this project proceeding to the next phase. This entails the development of the Detailed Business Case to establish and confirm the preferred routes.

The Indicative Business Case identified several safety improvements for this corridor. Work on these improvements is expected to start in the 2017/18 financial year, through the NLTP process, and take 12 months to complete. Physical work on the bypass improvements is expected to commence in the 2018/19 construction season and take 24 months to complete.

#### Implementation

##### **SH3 Vickers to City**

The Waiwhakaiho and the Te Henui Bridges are now completed. The Te Henui Bridge was opened to traffic in January 2016. Relocation of underground utilities has added delays to the project due to the age of the existing infrastructure, and duplicate networks were established to prevent loss of supply of water services. Pavement works are nearing completion, leaving remaining works associated with lighting, traffic signals, raised traffic islands and road marking. Traffic delays are being experienced because of the current work on intersections. These delays will be short term and have already have reduced considerably.

Also of significance is the recent, successful, movement of a large structure from Fitzroy Engineering to Port Taranaki through the work site. Works were planned around the move and all parties are to be congratulated for their contribution to the successful shift which took place as planned.

##### **SH3 Normanby Bridge Realignment**

Overall this project overall is progressing well, with work on the rail overbridge and highway underpass at the northern end of the project tracking to targets. The continuing fine weather is speeding construction over the rest of the realignment.

An archaeological discovery has been made at the south end of the works near Normanby. The site appears to be the remains of a 19th century Maori village. Such discoveries are not uncommon on roading projects especially in areas with a rich cultural heritage like Taranaki and the Transport Agency has accidental discovery protocols in place to ensure that discoveries are treated with the appropriate respect and sensitivity.

The Transport Agency is consulting with local iwi and Heritage New Zealand to develop a better understanding of the significance of the site, and to identify the best way forward. A team of professional archaeologists has been retained by the Transport Agency to assist in this work and carry out excavations as appropriate.

#### **Maintenance and Operations**

The 2015/16 Area Wide Pavement Treatment and resurfacing program is underway. Reseal works are underway in Mt Messenger area, and progressing south through the region. Co-ordination with local authorities to maximise opportunities and manage high risk sites in heavily populated residential areas such as Rata Street in Inglewood is underway. A managed shut down period over Christmas for "the Summer Journeys" campaign was well received by drivers, who experienced free flowing networks for their holiday travel.

#### **Emergency Works Following June Severe Weather Event**

The Transport Agency is working through the geotechnical investigation and structural design phase for the 15 sites across the region on SH3, SH43 and SH45. Construction works are planned for completion in December 2016, and are still on track.

#### **Safety**

Safer Roads and Roadside: As we reported in the last report, the 2015-16 Minor Safety Improvements programme is underway with \$1,7 million being spent in the region. The work is expected to be completed on time.

The Taranaki region's 2016-17 Minor Safety Improvements programme for the State Highway network has been submitted for approval and we expect it to be approved in the near future.



---

Raewyn Bleakley  
Regional Director - Central  
24 February 2016

## Appendix One



## ACCELERATED REGIONAL ROADING PROGRAMME TRANCHE 2

# Mt Messenger and Awakino Gorge corridor



### BENEFITS

The project will improve safety and route availability along this key transport corridor.

The project 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 the corridor.

### PROJECT DESCRIPTION

This section of SH3, Taranaki's main route north, runs through rough terrain and is winding and narrow. A number of interventions are proposed across the corridor to improve safety, route availability and travel times.

The improvements will be delivered in a number of individual projects. These are:

- safety, route availability and driver experience
- bypass of the Awakino Tunnel
- bypass of Mt Messenger.

### BACKGROUND

Initial corridor investigations were carried out by the Ministry of Works and Development for the National Roads Board in the 1970s and 1980s. Since then a number of studies and investigations have been completed.

The recent business case has confirmed that there are ongoing safety, route availability and travel time issues, due to poor road layout along the corridor. Poor alignment has resulted in a number of deaths, serious injuries and road closures over recent years.

Key improvements range from smoothing curves, shoulder widening, new passing opportunities, bypassing key bottlenecks, better traveller information and new pull-off and rest areas.

### COST AND FUNDING SOURCE

The bypasses of the Awakino Tunnel and Mt Messenger (\$89-105 million) will be funded by the Crown as part of the Government's Accelerated Regional Roading Programme.

Implementation of the corridor-wide improvements (\$25-30 million) is included in the National Land Transport Programme 2015-18.

Together, the improvements on SH3 north of Taranaki will total \$114-135 million.

### DATES

Anticipated construction starts are:

1. Safety and resilience improvements - 2017/18 with a duration of 12 months.
2. Awakino Tunnel bypass - 2018/19 with a duration of 24 months.
3. Mt Messenger bypass - 2018/19 with a duration of 24 months.

## Agenda Memorandum

**Date** 9 March 2016



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

**Subject: SH3 Awakino Gorge to Mt Messenger  
corridor**

**Item:** 4

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

**Document:** 1649175

---

### Purpose

The purpose of this item is to provide an update on improvement works along the SH3 Awakino Gorge to Mount Messenger corridor.

### Recommendations

That the Taranaki Regional Council:

1. receives and notes the presentation from the New Zealand Transport Agency on the SH3 Awakino Gorge to Mount Messenger corridor.
2. notes the correspondence sent to the Minister of Transport on 3 February 2016 following the announcement of additional accelerated funding for the SH3 corridor.

### Executive summary

The Government has announced significant further accelerated funding for improvement works on the SH3 Awakino Gorge to Mount Messenger corridor.

New Zealand Transport Agency staff will speak to this agenda item.

### Background

In June 2014 the government announced funding to accelerate a package of regionally important State Highway projects, drawing on the Future Investment Fund (the proceeds of the partial sale of state-owned assets). The SH3 Awakino Gorge to Mt Messenger corridor was identified as one of six projects in the second tranche under this Accelerated Regional Rooding Package (ARRP) – for work to begin within three years (2017/18), subject to Ministerial approval following project investigations.

Members will recall that the Indicative Business Case report on this project was completed in mid-2015 for the Minister's consideration. The report was released on 28 January 2016, at

which time it was emailed to Members for their information. The Executive Summary of the report, along with the activity location map, is attached for ease of reference.

On 27 January 2016, the Government announced that it was accelerating a further four projects (adding them under tranche two of the ARRP). The announcement was highly significant for Taranaki in that it included two very significant projects on the SH3 north corridor:

- Awakino Tunnel bypass (\$9-15m)
- Mt Messenger bypass (\$80-90m)

In addition, approval has now been given for construction of improvement works along the SH3 Awakino Gorge to Mt Messenger corridor that had been identified during the 2015 investigation.

The Ministry of Transport website provides the following summary of these projects –

**Mt Messenger and Awakino Gorge**


Construction start date: 2017/18  
Estimated cost: \$114 million-\$135 million

This section of State Highway 3, which is the main route between New Plymouth and Hamilton, is through rough terrain, and as a result is windy and narrow. Improvements will be delivered through a number of individual projects, including the newly identified bypasses of Mt Messenger and the Awakino Gorge tunnel:

- ▶ bypass of Mt Messenger (\$80–\$90 million of Crown funding through the Accelerated Regional Roding Programme)
- ▶ bypass of the Awakino Gorge tunnel (\$9–\$15 million of Crown funding through the Accelerated Regional Roding Programme)
- ▶ safety, reliability and travel time improvements (\$25–\$30 million through the National Land Transport Fund).

▶ [Download a fact sheet about the projects](#)

▶ [View the project on the NZTA website](#)



The NZ Transport Agency website currently outlines the projects as follows –

### *Overview*

This section of SH3, Taranaki's main route north, runs through rough terrain and is winding and narrow. A number of interventions are proposed across the corridor to improve safety, route availability and travel times.

The improvements will be delivered in a number of individual projects. These are:

- safety, route availability and driver experience
- bypass of the Awakino Tunnel
- bypass of Mt Messenger.

### *Benefits*

The project will improve safety and route availability along this key transport corridor.

The project 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 the corridor.

### *Background*

Initial corridor investigations were carried out by the Ministry of Works and Development for the National Roads Board in the 1970s and 1980s. Since then a number of studies and investigations have been completed.

The recent business case has confirmed that there are ongoing safety, route availability and travel time issues, due to poor road layout along the corridor. Poor alignment has resulted in a number of deaths, serious injuries and road closures over recent years.

Key improvements range from smoothing curves, shoulder widening, new passing opportunities, bypassing key bottlenecks, better traveller information and new pull-off and rest areas.

### *Cost and Funding Source*

The bypasses of the Awakino Tunnel and Mt Messenger (\$89-105 million) will be funded by the Crown as part of the Government's Accelerated Regional Roding Programme.

Implementation of the corridor-wide improvements (\$25-30 million) is included in the National Land Transport Programme 2015–18. Together, the improvements on SH3 north of Taranaki will total \$114-135 million.

### *Dates*

Anticipated construction starts are:

1. Safety and resilience improvements – 2017/18 with a duration of 12 months.
2. Awakino Tunnel bypass – 2018/19 with a duration of 24 months.
3. Mt Messenger bypass – 2018/19 with a duration of 24 months.

### **Presentation**

The NZ Transport Agency will be providing a presentation to the Committee on these SH3 Awakino Gorge to Mount Messenger Corridor projects.

### **Correspondence**

Correspondence was sent to the Minister of Transport on 3 February 2016 following the announcement of additional accelerated funding for the SH3 corridor. A copy of this letter from the Chair is attached for the Committee's reference.

**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 1649299: SH3 Awakino Gorge to Mt Messenger IBC Jan2016 Exec Summ

Document 1633940: SH3 improvements letter of thanks to Minister of Transport



## Executive Summary

SH3 provides an important Regional link between Taranaki and the upper North Island, and is the only direct link between New Plymouth and Hamilton. Hence the route should be safe, resilient and available for users, as in the event of a closure, detours can add in excess of three hours to journey times. Average daily traffic flows are 2,200 vehicles per day with 20% heavy commercial vehicles, and it is a High Productivity Motor Vehicle (HPMV) route.

Key stakeholders have been extensively consulted with and involved in development of the Strategic Case and Programme Business Case. A facilitated stakeholder workshop identified and agreed the following key problems (with weightings) for this section of SH3:

- **Problem One:** Narrow lanes, no shoulder and poor geometric alignment causes a high number of crashes and an unforgiving environment results in deaths and serious injuries, and road closures (50%)
- **Problem Two:** Natural events cause a high number of road closures, that combined with no suitable alternative route, results in significant delays and adverse economic impact (30%); and
- **Problem Three:** The lack of passing opportunities leads to driver frustration and a poor journey experience (20%).

The stakeholders agreed that investment would enable the following benefits (with weightings) to be realised:

- **Benefit One:** Improved safety (40%);
- **Benefit Two:** Improved resilience (40%); and
- **Benefit Three:** Improved journey experience<sup>1</sup> (20%).

The March 2015 Programme Business Case (PBC) outlined the context, case for change, and development of a programme for investment on State Highway 3 (SH3) between Awakino Gorge and Mount Messenger, and was supported by VAC in April 2015. The preferred programme was a largely road infrastructure based solution, supplemented by journey management and incident management activities. A list of interventions was developed to address the problems along the corridor, and to deliver the following investment objectives:

1. To increase the safety of the route by reducing deaths and serious injuries from crashes to reflect that of similar State Highways through difficult terrain, measured 5 years after construction (40%).
2. To improve resilience by reducing the number and duration of road closures, measured 5 years after construction (40%).
3. To improve customer experience<sup>2</sup> by decreasing the proportion of time drivers are delayed by other road users (10%)<sup>3</sup>.
4. To improve customer experience by targeting an average speed greater than or equal to a speed appropriate for a Regional route in difficult terrain (10%)<sup>3</sup>.

<sup>1</sup> The experience of road users or customers on their journey. This can include amenity, comfort / road roughness, the aesthetics of the adjacent environment, and the character of scenic / tourist routes protected and enhanced. On this Regional route, the journey meets the needs of through traffic and active road users.

<http://www.nzta.govt.nz/projects/road-efficiency-group/docs/customer-levels-of-service.pdf>

<sup>2</sup> The experience of the customer or traveller – see journey experience above.

<sup>3</sup> Investment objectives three and four are inter-dependent as they both address Benefit 3 improved journey experience.

The approved programme was a broad package aimed at a balance of safety, resilience and journey experience outcomes by:

- Improving the worst crash and road closure areas along the corridor with a wide range of roading and safety interventions and reducing the natural hazard risk of road closures;
- Better managing the journey experience through speed management, enforcement and driver information; and
- Better managing emergencies by providing better communication and facilities along the corridor.

The first stage of the IBC was to identify the specific problem sites along the corridor, and then identify appropriate intervention options. 106 potential options were identified and grouped into 10 packages according to location, or for corridor options, the type of treatment.

The preliminary '**Short List**' option for each site was identified, which had the best balance of alignment to objectives, risk, cost and benefits. The short list options were then explored in more detail, including preliminary design, to gain greater confidence in the costs and economic analysis. The final **Short List** was then brought together into three prioritised preferred programmes A, B and C, summarised in Table 1–1 over the page.

Alternatives to the short listed option have been identified for two sites, and are summarised in Table 1–2 over the page. These alternatives are significantly more expensive than the activities proposed in the Short List, but offer significant gains against all objectives.

### Recommendation

It is recommended that Programmes A and B in the Short List proceed to Detailed Business Case, for an indicative cost of \$25.7M (split \$15.6M NLTP / \$10.1M Future Investment Fund) for Pre-Implementation and Implementation. Programme A offers an affordable corridor wide package of work, with significant safety improvements. The activities within Programmes A that focus on the resilience and journey experience objectives provide the balance sought by the Programme Business Case, supported by the Stakeholders. The strong safety focus of the activities in Programme B are the next priority, and offer strong alignment with the key safety objective.

The activities identified in Programme C (\$4.8M) would help to improve the journey experience along the corridor.

The Awakino Tunnel Realignment (Programme D), at a cost of \$10.7M, is \$9.3M more expensive than the short list activities proposed at the site as part of Programme B. However, with an incremental BCR of 2.5 and strong alignment to all project objectives, it is a reasonably attractive alternative, and could be considered if funding can be obtained outside the NLTF.

The Mt Messenger Realignment (Programme E) is very expensive at \$89.3M and offers a marginal BCR and incremental BCR. It offer strong gains in all the investment objectives, and could be accelerated to a medium term timeframe if funding was available from outside the NLTF.

This IBC seeks approval to proceed to the Detailed Business Case(s) with the programmes of works summarised above. The DBC will examine the preferred package in more detail, to provide more confidence in the costs and economic justification of the project.

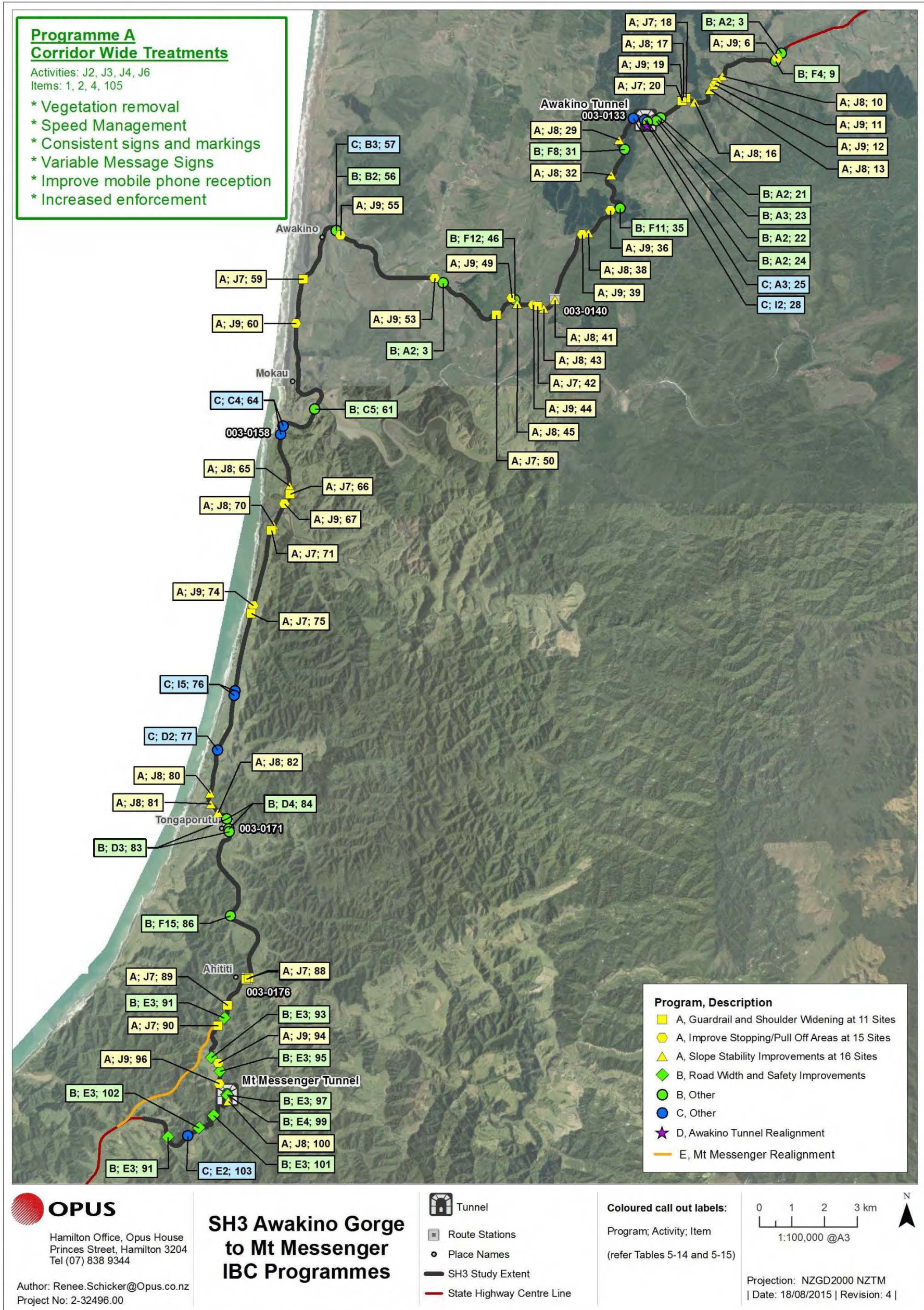
Table 1-1 : Prioritised Short List

Programme in priority order	Description	Rough Order Cost & Funding	Proceed to DBC?	Commentary
Programme A	<p><b>Corridor Wide Treatments:</b> Vegetation removal, Speed Management, Consistent Signs and Markings, Variable Message Signs Guardrail and shoulder widening at 11 sites Improvements to stopping and pull off areas at 15 Sites Slope stability improvements at 16 sites Improved mobile phone reception Increased enforcement.</p>	<p><b>\$5.3M</b> NLTF \$2.0M FIF \$3.3M</p>	Yes	<p><b>Alignment to Objectives:</b> H/H/H/M <b>IAF Profile:</b> H/M/5+ Affordable <b>balanced programme</b> as sought by PBC, offering a strong investment profile and good value for money. Focused on safety, while also delivering on the resilience and journey experience objectives.</p>
Programme B	<p><b>Safety Focus</b> Speed management at two locations Intersection widening at Tongaporutu Curve improvements at 4 sites within the Awakino Gorge, including significant realignment of 2 curves, active warning signs in one location, and shoulder widening at the other. Active warning signs at Mt Messenger Tunnel &amp; at a curve south of Tongaporutu Smart traffic signals at the Awakino Tunnel, along with safety improvements to the approaches Substantial widening and safety improvements over Mt Messenger Improvements to Awakino Village corner</p>	<p><b>\$20.4M</b> NLTF \$13.6M FIF \$6.8M</p>	Yes	<p><b>Alignment to Objectives:</b> H/M/L/L <b>IAF Profile:</b> H/M/1 to 3 Next priority programme mainly focused at improving <b>safety</b> at the worst locations. The curve realignments pick up TT benefits, and gain resilience benefits by preventing closures due to crashes and avoiding slip sites. Good investment profile and BCR</p>
Programme C	<p><b>Journey Experience focus</b> Slow vehicle bays south of Awakino Tunnel, Awakino Village, south of Tongaporutu &amp; south of Mokau Extension of existing NB passing lane at Mt Messenger Improvements to passing sight distance north of Tongaporutu Awakino Tunnel portal rock bolting</p>	<p><b>\$4.8M</b> NLTF \$0M FIF \$4.8M</p>	Yes	<p><b>Alignment to Objectives:</b> L/-/H/M <b>IAF Profile:</b> L/L/1 to 3 Programme focused mainly on <b>Journey Experience</b> objectives, offering significant opportunities to overtake slower vehicles, a key source of frustration.</p>

Table 1-2 : Alternative Short List

Programme in priority order	Description	Rough Order Cost & Funding	Proceed to DBC?	Commentary
Programme D	<p><b>Awakino Tunnel Realignment</b> A 700m long realignment that bypasses the Awakino Tunnel and the SB approach corner with high crash risk. (Alternative to activities proposed as part of Programmes B &amp; C)</p>	<p><b>\$10.7M</b> <b>\$9.3m incr</b> NLTF \$1.4M FIF \$9.3M</p>	Yes <sup>4</sup>	<p><b>Alignment to Objectives:</b> H/H/H/M <b>IAF Profile:</b> H/L/1 to 3 Although expensive, the Realignment has a BCR=2.5 and an incremental BCR of 2.1 due to resilience benefits. It has and strong alignment to all project objectives, A reasonably attractive alternative, if funding can be obtained outside the NLTF.</p>
Programme E	<p><b>Mt Messenger Realignment</b> A 4.7km realignment that avoids the worst of Mt Messenger and shortens the route by 3.6km (Alternative to activities proposed as part of Programme B &amp; C)</p>	<p><b>\$89.3M</b> <b>\$80.2 incr</b> NLTF 8.7M FIF \$80.6M</p>	Yes <sup>4</sup>	<p><b>Alignment to Objectives:</b> H/H/H/H <b>IAF Profile:</b> H/L/1 to 3 The Mt Messenger realignment provides strong gains in all objectives, but is expensive and has a marginal BCR.</p>

<sup>4</sup> Subject to significant funding from outside NLTF



File Location: S:\PROJECT\NZTA\2-32496.00-P10HC - SH3 Awakino to Mt Messenger Constraints\MAP\_DOC\Package\A3 Programmes.mxd

Figure 12 : Location of Activities within Short Listed Programmes

3 February 2016  
Document: 1633940

Hon Simon Bridges MP  
Minister of Transport  
Private Bag 18888  
WELLINGTON 6140

Dear Minister

### **State Highway 3 improvements announcement**

We wish to congratulate you on the courageous decision to approve more funding for State Highway 3 (SH3) improvements – specifically the bypasses of Mt Messenger and the Awakino Tunnel.

This is the best single decision in several decades for the Taranaki region's transport network and the economic activity, both regionally and nationally, that relies on it. The decision recognises the strategic importance of the highway, particularly as a freight and energy pipeline to feed the Golden Triangle to the north. Improvements to the route will make a significant difference to Taranaki people seeking centralised health services in Waikato, as well as encourage tourism in the Taranaki region.

The region has been speaking with a united voice for years on the need for improvements to these sections of SH3 north. The united voice has also been cross-boundary, with the Taranaki Regional Council being a founding member of the inter-regional and inter-agency SH3 Working Party which was set up in 2002. The Taranaki Regional Council and the SH3 Working Party have both been advocating strongly for improvements on this vital route for many years. The Government of today has now listened and we thank you for it. The recent announcement has exceeded our expectations.

From a personal perspective, I wish to acknowledge the vision you and your colleagues have shown in delivering such a positive package. The planned works will not solve all the problems on this strategic highway but you can be assured that we look forward to working with the Transport Agency to maximise the benefit and value from these new funds.

Yours faithfully

Hon Roger FH Maxwell  
**TRC Councillor and Chair of Taranaki Regional Transport Committee**

## Agenda Memorandum

**Date** 9 March 2016



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

**Subject: Review of the Regional Stock Truck  
Effluent Disposal Strategy for Taranaki**

**Item:** 5

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

**Document:** 1646345

---

### Purpose

The purpose of this item is to advise Members of the commencement of a review of the *Regional Stock Truck Effluent Disposal Strategy for Taranaki*.

### Recommendations

That the Taranaki Regional Council:

1. receives the memorandum, review of the *Regional Stock Truck Effluent Disposal Strategy for Taranaki*
2. notes the review of the *Regional Stock Truck Effluent Disposal Strategy for Taranaki* has commenced and will be undertaken during 2016 by the Taranaki Stock Truck Effluent Disposal Working Party.

### Executive summary

The existing *Regional Stock Truck Effluent Disposal Strategy for Taranaki* was released in September 2001. While the Strategy has been successful in reducing the number of complaints received in this area, updating it will properly reflect, and help to consolidate on, these successes. The Taranaki Stock Truck Effluent Disposal Working Party has been reconvened to assist with the review, which is expected to be completed before the end of 2016 and will involve targeted consultation with key stakeholders.

### Background

The Taranaki Stock Truck Effluent Disposal (STED) Working Party was established over 20 years ago to address and report on the issue of stock truck effluent discharges into roads in the Taranaki region. The Working Party is comprised of organisations with functions, roles and responsibilities that have a bearing on the control of effluent discharged from stock

trucks – the regional council, district councils, NZ Transport Agency, Road Transport Association and Federated Farmers.

In recent years there has been no real need to meet, with the STED issues largely well-controlled in the region. However, it is time to review the *Regional Stock Truck Effluent Disposal Strategy for Taranaki*, so the Working Party has been reconvened to assist with this review and any actions required going forward. Membership of the Working Party is given below:

Name	Organisation	Working Party role
Vincent Lim	South Taranaki District Council	STDC rep
Steve Bowden	Stratford District Council	SDC rep
Carl Whittleston	New Plymouth District Council	NPDC rep
Wayne Keightley	NZ Transport Agency	NZTA Highways rep
Cole O'Keefe	NZ Transport Agency	NZTA Planning & Investment rep
Fiona Ritson	Taranaki Regional Council	TRC Policy (Project Lead)
James Cookson	Taranaki Regional Council	TRC Technical rep
Tom Cloke	Road Transport Association	Stock truck operator rep
Lisa Harper	Federated Farmers	Farming sector rep

The existing *Regional Stock Truck Effluent Disposal Strategy for Taranaki* was released in September 2001, and is now out-of-date. While the Strategy has been successful in reducing the number of complaints received in this area, updating it will properly reflect, and help to consolidate on, these successes.

The existing strategy may be viewed at –

<http://www.trc.govt.nz/assets/taranaki/publications/strategies/pdf/effluent-strategy.pdf>.

## 2016 review of regional strategy

A review of the *Regional Stock Truck Effluent Disposal Strategy for Taranaki* commenced in early 2016 and is in its initial stages.

Reviewing the existing Strategy will:

- Bring the 2001 Strategy up-to-date and therefore into greater relevance.
- Outline the successes achieved through the Strategy to date.
- Create an inventory of sites for easy reference (including improved use of information and communication technologies to make this information more accessible).
- Identify if and where further disposal facilities may be required.<sup>1</sup>
- Strengthen cross-boundary interactions in this area.

---

<sup>1</sup> Implementation of any new facilities that the reviewed Strategy may recommend is outside the scope of the review and would become a separate distinct project



Reviewing the Strategy will involve:

- Researching what other councils now have in place and the current national guidelines available for this area.
- Undertaking discussion with neighbouring authorities – Waikato and Horizons regional councils; Waitomo, Ruapehu and Wanganui district councils.
- Undertaking targeted consultation with key stakeholders.

The indicative timeline for the 2016 review is:

- February / March / April – preliminary planning, research and review of existing Strategy
- May / June – drafting revised Strategy
- July / August – targeted consultation with key stakeholders and collation of feedback
- Sept / Oct – finalising and releasing revised Strategy.

### **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.

## Agenda Memorandum

**Date** 9 March 2016



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

**Subject: NZ Transport Agency's MapHub**

**Item:** 6

**Approved by:** M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

**Document:** 1647810

---

### Purpose

The purpose of this memorandum is to provide the Committee with a briefing on the New Zealand Transport Agency's new national mapping system, MapHub.

### Recommendation

That the Taranaki Regional Council:

1. receives and notes the presentation on the New Zealand Transport Agency's MapHub provided by Cole O'Keefe.

### Background

The Committee will be provided with a presentation / demonstration of MapHub by Cole O'Keefe, Senior Planning Advisor, New Zealand Transport Agency - Central.

The following has been provided by the Agency as background to the presentation –

#### **MapHub – *Inspiring new insights through a location perspective***

---

The use of location information within the NZ government and wider public sector is growing rapidly. In the land transport sector, there is a growing focus on spatial planning and the need for greater coordination between parties involved in national and regional level planning and decision making.

Having the right quality information available to the right people at the right time is crucial to effective evidence based decision making. Representing this information visually in map based forms enables the recipients to more readily interpret and understand that information.

Geospatial infrastructure provides a fundamental platform for significantly improved asset management, funding and investment decisions, and spatial, transport and urban planning.

MAPHUB is the Agency's geospatial platform. It is an online catalogue of maps that provide access to trusted location information. It's flexible and new maps can be made available as new needs are identified. It can be used to see issues, opportunities, solutions and trade-offs on the transport network. It will facilitate the Transport Agency and our partners to gain a shared view of the outcomes we seek, what we have already purchased, and where investments are planned. This will improve our ability to understand and convey network issues, priorities and investments in a place based, nationally consistent context.

Below are a few examples of projects and activities which MAPHUB has assisted with:

- **2015–18 NLTP**  
MAPHUB is a tool that staff can practically use to support their conversations in developing the 2015–18 NLTP. It provides access to evidence so they can use it to identify issues and opportunities on the network, evaluate options for resolving these and prioritising the right investments.
- **HPMV Permitting, Performance Reporting and Bridge Capacity**  
Provides routing analysis, calculation of performance measures and mapping.
- **Safety Projects**  
MAPHUB supported the safe system approach through data analysis and mapping services – including speed outside rural schools, research into economically efficient speeds for rural roads.
- **National Roads Classifications**  
MAPHUB supported the project team with data analysis to compare different classification methods and estimate the length of road in each classification to assess the impacts.
- **Environmental projects and initiatives**  
MAPHUB supported the Agency's Environment and Urban Design team with advice, technical support, data analysis and mapping through various projects (noise monitoring, air quality monitoring, cultural heritage risk modeling)
- **Support of the Agency's Public Transport team**  
MAPHUB has assisted with the sourcing of public transport data from regional councils, collation, analysis and mapping for a range of public transport matters.

The presentation will include a visual demonstration of the One Network Roding Classification (ONRC) system applied throughout 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.

## Agenda Memorandum

**Date** 9 March 2016



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

**Subject: Forgotten World Adventures**

**Item:** 7

**Approved by:** M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

**Document:** 1649864

---

### Purpose

The purpose of this item to provide an opportunity for Forgotten World Adventures to update the Committee on their utilisation of the decommissioned Stratford to Okahukura Railway Line.

### Recommendation

That the Taranaki Regional Council:

1. receives and notes the presentation by Forgotten World Adventures.

### Background

In June 2012, KiwiRail announced that they had leased the mothballed Stratford to Okahukura Railway Line (SOL) to a tourist operator. Forgotten World Adventures were granted a 30-year lease on the SOL for a new tourism venture operating self-drive rail carts on the line.

In September 2012, the Committee received a presentation by Ian Balme of Forgotten World Adventures outlining his plans for use of the SOL. A verbal update on the progress of the venture was then given to the December 2012 meeting of the Committee.

Three years on, it is timely to receive an update on how this use of the decommissioned SOL is proceeding, and what impacts it is having on State Highway 43 and the nearby hill country communities.

A range of one, two or multi-day ‘adventures’ are offered, with the following overview noted on the venture’s website:

#### **Experience** a forgotten world

The ultimate way to explore rural New Zealand. In a self driven Rail Cart or on our new Rail Bike, travel along a decommissioned railway line through tunnels and over bridges to townships that have faded into the past.

**Explore** raw New Zealand beauty

Following ancient Maori pathways and built on colonial bridle paths formed late in the 19<sup>th</sup> century, the Forgotten World landscape is remote and mysterious. Explore a history unique to New Zealand, with stories and experiences that are truly unforgettable.

**Discover** a New Zealand story

Determination, ingenuity and human spirit across generations created the story that grew into Forgotten World Adventures. This isolated landscape and experience is unique to the history of New Zealand railway.

142 km railway, 24 Tunnels, 98 Bridges

**Connect** with an enriched past

Come and be part of this journey etched deep with human endeavour and woven with stories that resonate across generations. Ride the railway lines that follow pathways forged long ago into the remote Whangamomona Republic and beyond linking the lands of the King Country and Taranaki.

Further information including maps, photos and videos are available at

<https://forgottenworldadventures.co.nz/>

Ian Balme, Managing Director of Forgotten World Adventures will present to 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.

## Agenda Memorandum

**Date** 9 March 2016



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

**Subject: Passenger transport operational update  
for the quarter ending 31 December 2015**

**Item:** 8

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

**Document:** 1649670

---

### Purpose

The purpose of this memorandum is to provide members with an operational report of the public transport services throughout Taranaki as at 31 December 2015.

### Recommendation

That the Taranaki Regional Council:

1. receives and notes the operational report of the public transport services for the quarter ending 31 December 2015.

### 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 122,399, a decrease of (2.7%) below the 125,853 recorded in the same period in 2014/2015. Compared to 2014/2015 patronage was down in Adult (3%), Child (3%), Tertiary (35%) and Beneficiary (15%). These decreases were offset by increases in Seniors/SuperGold 5%, Access 42% and WITT 13%.

Figure 1 shows the total monthly patronage recorded during the second quarter for the two previous financial years and 2015/2016.

**Figure 1: Citylink patronage comparison 2nd quarter of 2013/2014, 2014/2015 and 2015/2016**

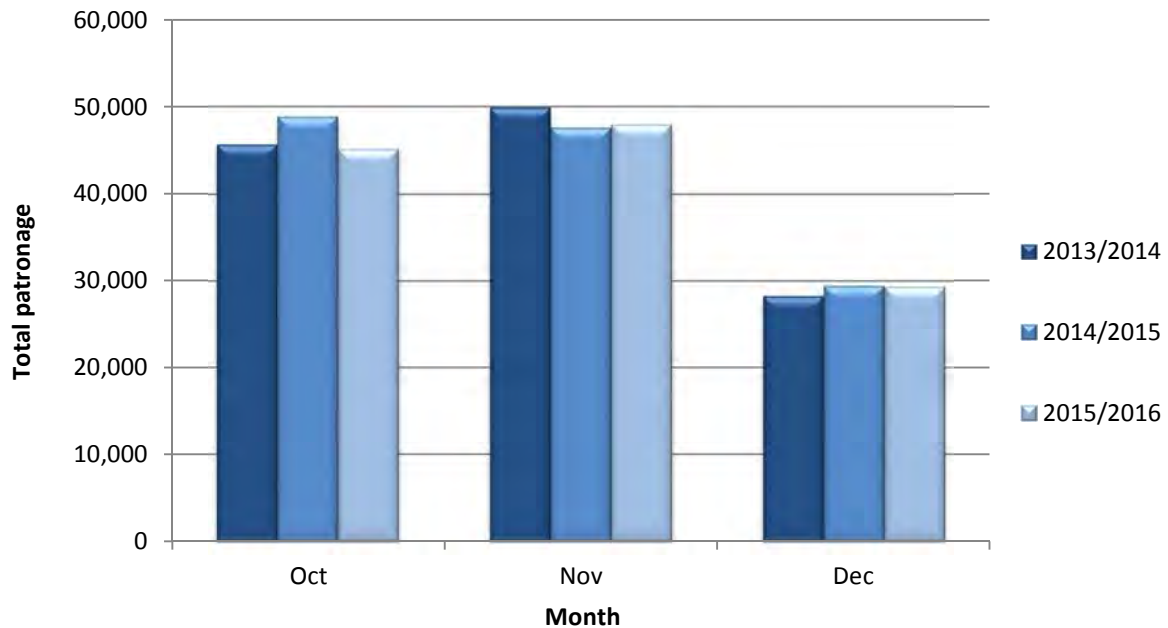


Table 1 shows the year to date trips per capita. The result shows that there has been a small decrease in the total number of trips per capita reflecting the drop in actual patronage.

**Table 1:** Citylink trips per capita YTD as at 31 December 2015

Period	Passenger trips	Trips per capita YTD
2015/2016	282,236	4.9
2014/2015	292,634	5.1

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

Analysis of the decline in patronage between the second quarter of 2015/2016 and 2014/2015 has found the following:

- patronage is down in 3 fare zones; New Plymouth (3.2%), Bell Block (0.9%), and Waitara (6.9%)
- patronage from Oakura increased 7.6%
- patronage is down across both peak (0.6%), and off-peak services (7.7%).

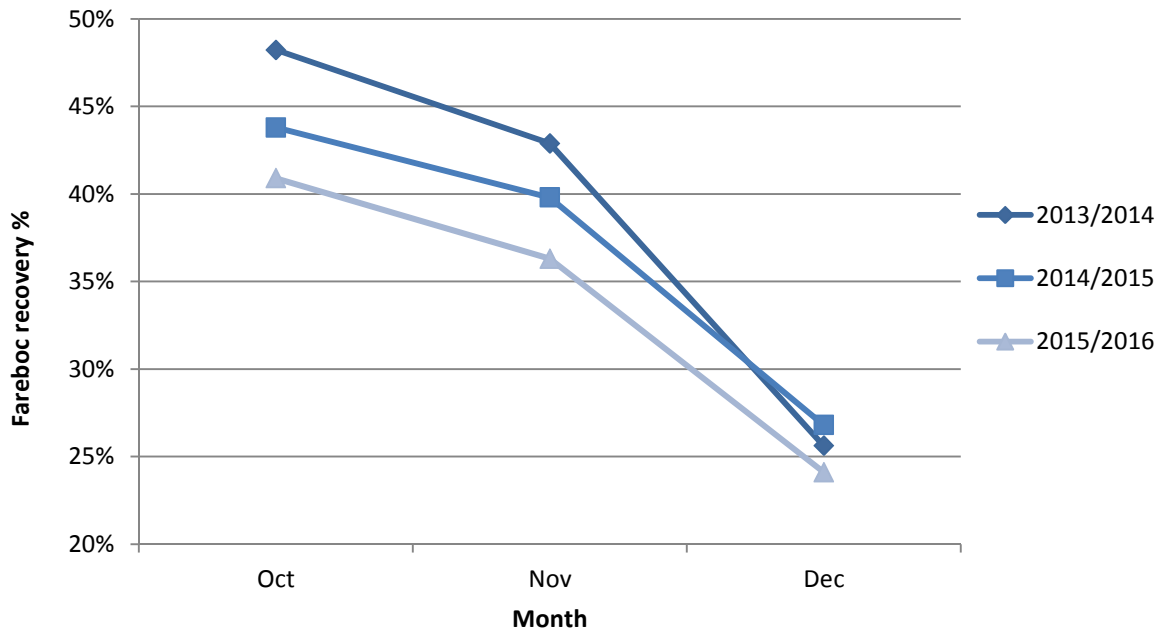
Extended Saturday services were trialled during December (5, 12 and 19). The promotion was to gauge the public's response to more services and to support our regular passengers leading up to Christmas. The total number of passengers was 468 compared to approximately 250 on previous Saturdays. An assessment of the overall success of the trial is still being carried out.

Farebox recovery for the quarter was 32.7% compared to 33.6% achieved in the same quarter 2014/2015.



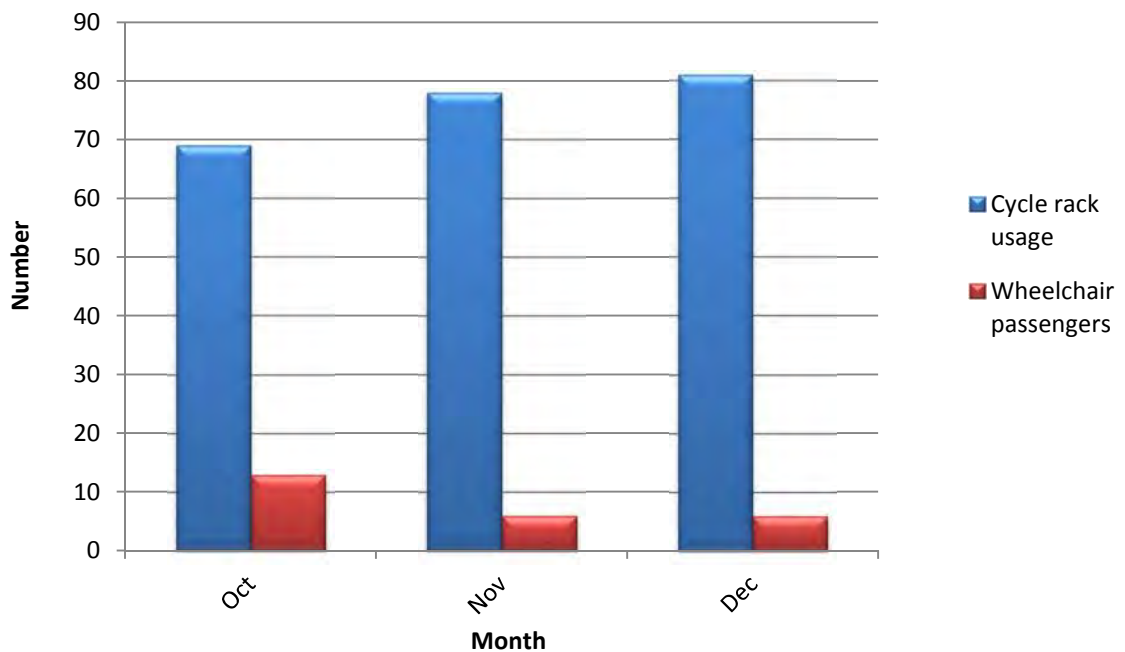
Figure 2 shows the first quarter farebox recovery between 2013/2014, 2014/2015 and 2015/2016.

**Figure 2: Citylink farebox recovery 2nd quarter 2013/2014, 2014/2015 and 2015/2016**



Bike rack usage was significantly up in the second quarter, with 228 users recorded compared to 175 in 2014/2015. Wheelchair patronage was down slightly at 25 compared to 27 in the same quarter 2014/2015. Monthly usage for both is shown in Figure 3.

**Figure 3: Citylink 2nd quarter cycle rack usage and wheelchair passengers**



## SouthLink services

For ease of reporting the SouthLink service's patronage data is shown in Table 2.

**Table 2:** SouthLink patronage and financial performance as at 31 December 2015

Service	Passenger trips YTD	Fare box recovery rate YTD
Waverley-Patea-Hawera	704	44.2%
Opunake-Hawera (including Manaia-Hawera)	510	14.0%
Opunake-New Plymouth	584	24.5%

Patronage on the three SouthLink services continues to decline. The performance of each service is detailed below.

Waverley-Patea-Hawera patronage is down (29%) compared to the same period last year. Financially it is still performing strongly with a farebox recovery of 44.2% although down on the 60.0% last year. Compared to last year, patronage in Adult and Child categories are well down. Adult patronage down (37.9%) and fare paying Child are down (86.2%).

Patronage for the Opunake-Hawera (including Manaia-Hawera) service is down (8.4%) (or 47 trips) compared to the same period in 2014/2015. While the total number of trips is down there has been a turnaround in a number of fare categories. These being SuperGold up 5%, Child 383%, Under 5's 2300% (from 1 trip to 24 trips). The reason for the overall decrease is Adult being down (39.6%) (or 107 trips). The farebox recovery rate is 14.0% and below the criterion of 25%.

Patronage for the Opunake-New Plymouth service is down (12.7%) (or 85 trips) compared to the same quarter in 2014/2015. The farebox recovery rate is 22.2%. Compared to last year, Adults are down (44.3%) and Children down (21.7%). SuperGold Card patronage is up 15%.

## Connector (Hawera to New Plymouth) bus service

Total patronage for the second quarter of 2015/2016 was 6,056, an average of 96 per day. This is up 28% on the 5,077 recorded in 2014/2015. The patronage increase is across a number of fare categories, for example Access 86%, Community Service Card holders 71%, SuperGold 261% and Tertiary (excluding WITT) 56%.

**Table 3:** Connector patronage YTD as at 31 December 2015

Service	Passenger trips	Average passengers / day
Hawera to New Plymouth	6,056	96

Figure 4 shows the monthly breakdown of patronage trips.

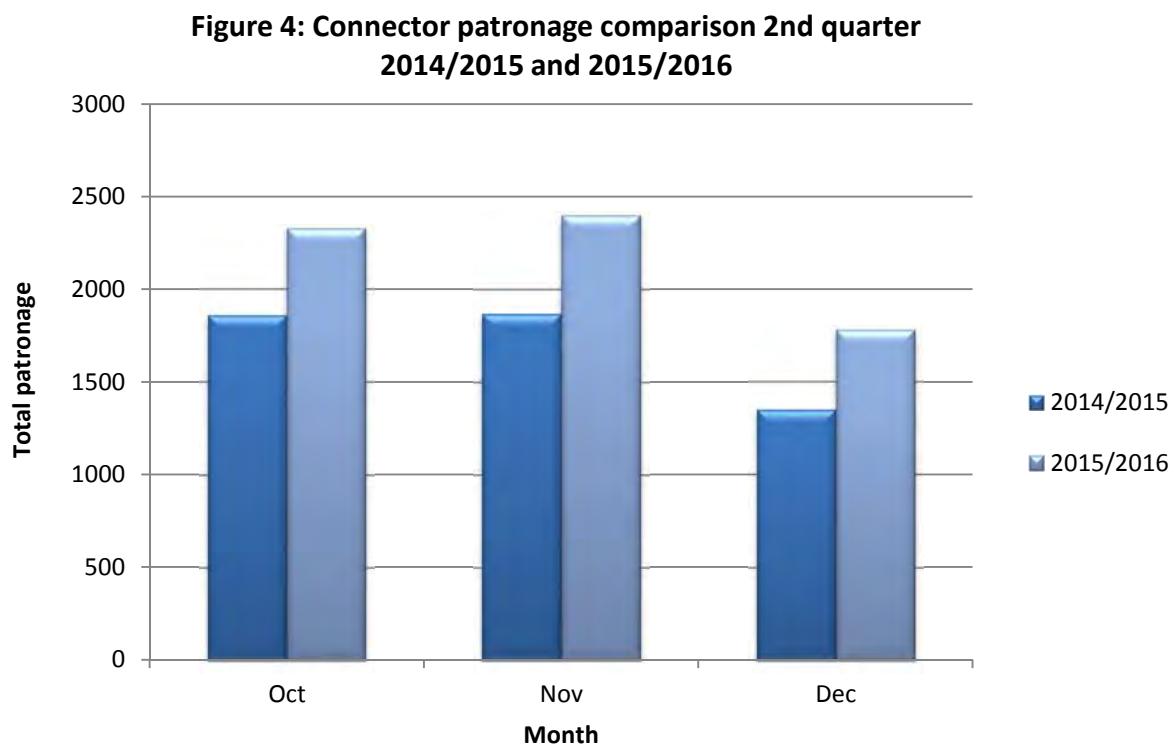


Table 4 shows the percentage of Connector patronage by fare category.

**Table 4:** Percentage of Connector patronage as at 31 December 2015

Fare category	Patronage %
ACCESS	0.7%
Adult	10.6%
Beneficiary	11.6%
Child	2.2%
Seniors	3.4%
SuperGold Card	1.5%
TDHB	15.8%
Tertiary	7.8%
WITT	38.6%
Training	7%
Promotion	1%
<b>Total</b>	<b>100%</b>

## SuperGold Card Scheme

Table 5 shows the number of trips taken throughout the region by patrons using their SuperGold Card (SGC) and the percentage of these trips compared to all trips made in the current year.

**Table 5:** SuperGold Card patronage by service as at 31 December 2015

Service	Passenger trips	% of all trips
New Plymouth, Oakura, Bell Block and Waitara	25,995	10.1%
Waverley-Patea-Hawera	368	52%
Opunake-Hawera (incl. Manaia-Hawera)	294	58%
Opunake-New Plymouth	307	53%
Hawera-New Plymouth	223	1.5%
<b>Total</b>	<b>27,187</b>	<b>9.1%</b>

The total of 27,187 SGC trips equates to 9.1% of all public transport trips, across all services. This compares with 26,624 trips for the same period in 2014/2015, an increase of 2.1%.

December 2015 was the first full month SGC was effective across the whole Connector service. Patronage was 168 for the month compared to an average of 11 trips when eligible only from Inglewood. It is expected that SGC patronage will increase as more SGC holders use the service.

## Total Mobility Scheme

Total Mobility client trips are down (4.7%) from the 21,754 trips in the same period last year. Table 6 shows the number of taxi trips as at 31 December 2015.

**Table 6:** Total Mobility trips as at 31 December 2015

Service	Passenger trips
Total Mobility Scheme	20,725

## Ironside Vehicle Society Incorporated

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

**Table 7:** Ironside trips as at 31 December 2015

Service	Trips involving wheelchairs	Total trips claimed
Ironside Vehicle Society	2,248	3,180

Wheelchair trips account for 71% of all Ironside trips. Both the total number of trips and trips involving wheelchairs are down compared to the same period last year being 2,814 and 3,653 respectively.

**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.