

Regional Transport Committee

Wednesday 13 June 2018
11.00am

Taranaki Regional Council, Stratford



Agenda for the meeting of the Regional Transport Committee to be held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 13 June 2018 commencing at 11.00am.

Members	Councillor C S Williamson	(Committee Chairperson)
	Councillor M J McDonald	(Committee Deputy Chairperson)
	Councillor H Duynhoven	(New Plymouth District Council)
	Mayor N Volzke	(Stratford District Council)
	Mayor R Dunlop	(South Taranaki District Council)
	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 13 June 2018

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



Subject: Confirmation of Minutes – 14 March 2018

Approved by: M J Nield, Director-Corporate Services

B G Chamberlain, Chief Executive

Document: 2065679

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 21 March 2018 at 11.00am
2. notes the recommendations therein were adopted by the Taranaki Regional Council on 10 April 2018.

Matters arising

Appendices

Document #2025821 – 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 21 March 2018 commencing at
11.00am.**



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

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

One Member of the media.

Apologies There were no apologies.

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

1. Confirmation of Minutes - 29 November 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 29 November 2017 at 11.00am.
2. notes that recommendations therein were adopted by the Taranaki Regional Council on 12 December 2017.

Dunlop/McDonald

Matters arising

There were no matters arising.

2. Minutes of the Taranaki Regional Transport Advisory Group

- 2.1 The minutes of the Taranaki Regional Transport Advisory Group (RTAG) meetings held on 21 February 2018 and 7 March 2018 were received and noted.
- 2.2 The Committee noted that PowerCo has agreed to fully fund the cost of laying power lines underground (under the middle of the road) from Pembroke Road to the Stratford Mountain House. The Committee commended PowerCo for their support.

Recommended

THAT the Taranaki Regional Council

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

Volzke/Duynhoven

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

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

- level crossing 2017/2018 projects – New Plymouth District Council

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

Recommended

That the Taranaki Regional Council:

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

McDonald/Williamson

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

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

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

4.2 It was noted to the Committee that the Plan must be submitted to the NZ Transport Agency by 30 June 2018 where the activities will be nationally moderated for inclusion in the *National Land Transport Programme* (NLTP). Ms P McLean, NZ Transport Agency, updated the Committee on the revised draft GPS that will be released on or about 28 March 2018 for a four-week consultation period. The *Investment Assessment Framework* (IAF) is also being revised to reflect the new GPS that will then be used to assess RLTP activities for inclusion in the NLTP.

4.3 Concern was expressed on the time availability for updating the draft RLTP and the requirement to release the Plan for public consultation, noting that the RLTP must align with new investment priorities of a GPS which is not yet released. Council officers advised that they will delay the Plan being released for consultation for as long as possible to await the release of a revised GPS and other related documents. Should the Plan be decided to be released for consultation as it currently stands, it will be done in the knowledge that changes will need to be made to the Plan post-consultation in order to ensure the Plan is aligned with the Government’s transport priorities.

4.4 The Committee were advised that the Waikato Regional Council and Bay of Plenty Regional Council have released their RLTP’s for consultation.

Recommended

That the Taranaki Regional Council:

1. receives the memorandum, Mid-term review of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*
2. agrees to release the revised *Regional Land Transport Plan for Taranaki 2015/16-2020/21* for targeted consultation in its current state, subject to any changes agreed by the Committee

3. notes that a number of changes will need to be made to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* post-consultation once the *Government Policy Statement (GPS) on Land Transport 2018* and related documents have been revised and released.

Duynhoven/Volzke

5. New Zealand Transport Agency Regional Report

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

- 5.2 A number of matters were noted and discussed by the Committee including:

- Provincial Growth Fund (transport projects)
- Eligibility criteria of projects to the PGF
- Speed Campaign launch
- Regional representation at the Road Safety Summit April 2018
- New Plymouth to Hawera project and discussion on potential Hawera to Whanganui corridor project
- NZ Transport Agency response, assessment of bylaws, and delegation of authority to councils regarding cars for sale along state highways
- Mangamahoe Culvert and inclusion in the design works of the provision of a cycleway
- Awakino Gorge to Mt Messenger Programme – update.

Recommended

THAT the Taranaki Regional Council

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

Dunlop/Duynhoven

6. Stock truck effluent disposal sites update

- 6.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum updating the Committee on the in-transit stock truck effluent disposal sites north of New Plymouth and to seek support from the Committee in advocating for new sites to be built.

Recommended

That the Taranaki Regional Council:

1. receives the memorandum *Stock truck effluent disposal sites update*
2. agrees to the need for a replacement site in the Mt Messenger vicinity being referred to the NZ Transport Agency for consideration within their SH3 Awakino Gorge to Mt Messenger Programme of works

3. notes the letter sent to the Waikato Regional Transport Committee reiterating support for the prioritising of a stock truck effluent disposal site being constructed on SH3 near Piopio.

Volzke/McDonald

7. Passenger transport operational update for the quarter ending 31 December 2017

- 7.1 Mr C B Clarke, Transport Services Manager, spoke to the memorandum providing the Committee with an operational report of the public transport services as at 31 December 2017.

Recommended

THAT the Taranaki Regional Council

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

Dunlop/McDonald

8. Correspondence and information items

- 8.1 The memorandum updating Members on correspondence and information received since the last Committee meeting was noted.
- 8.2 Mr M J Nield, Director-Corporate Services, sought the Committee's view on whether a collective regional response is required to the 'Movement' collective regarding implementing safer rural speed limits for pedestrians, horse-riders, cyclists and user of mobility devices. The Committee did not support imposing speed limits on local roads arbitrarily and agreed that any response or action be left to each individual council as road controlling authorities.

Recommended

That the Taranaki Regional Council:

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

Dunlop/Duynhoven

There being no further business the Committee Chairperson, Councillor C S Williamson, declared the Regional Transport Committee meeting closed at 12.20pm.

Confirmed

Chairperson _____
C S Williamson

Date **13 June 2018**

Agenda Memorandum

Date 13 June 2018



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

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

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

Document: 2053225

Purpose

The purpose of this item is to receive, for information, the minutes of the Taranaki Regional Transport Advisory Group (RTAG) meetings held on 23 April 2018 and 23 May 2018.

Recommendations

That the Taranaki Regional Council:

1. receives for information purposes the minutes of the Taranaki Regional Transport Advisory Group meeting held on Monday 23 April 2018
2. receives for information purposes the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 23 May 2018.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Legal considerations

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

Appendices/Attachments

Document 2043098: Minutes of Taranaki RTAG meeting 23 April 2018

Document 2060213: Minutes of Taranaki RTAG meeting 23 May 2018

Taranaki Regional Transport Advisory Group (RTAG) Meeting**MINUTES**

Date	Monday 23 April 2018 at 10.00am	
Venue	Taranaki Regional Council, 47 Cloten Road, Stratford	
Present	Carl Whittleston (CW)	NPDC
	Steve Bowden (SB)	SDC
	Vincent Lim (VL)	STDC – until 12.00pm
	Paul Murphy (PM)	NZTA
	Wayne Wallace (WW)	NZTA
	Shaun Harvey (SH)	NZTA
	Chris Clarke (CC)	TRC
	Fiona Ritson (FR)	TRC
	Jo Bielski (JB)	TRC
	Gray Severinsen (GS)	TRC
	Rachel Smith (RS)	TRC
Apologies	David Perry (DP)	NZTA
	Barry Dowsett (BD)	NZTA
	Richard Ashman (RA)	NZTA

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <p>Apologies were received as noted above.</p> <p>Welcome to Shaun Harvey from NZTA based in Palmerston North.</p> <p>Welcome to Jo Bielski who will be covering for FR while she is on Parental Leave for the remainder of 2018.</p>	
2.	<p>Minutes of last meeting held on 7 March 2018</p> <p>The previous minutes of the RTAG meeting held on Wednesday 7 March 2018 were accepted as true and correct.</p> <p>Letter to Parekawhia McLean has been sent outlining the RTC's recommendation for NZTA to consider a Mt Messenger STE replacement facility be developed within the AG2MM works.</p> <p>FR has been in contact with KiwiRail regarding their level crossing projects for 2018-21. KiwiRail will manage their own funding for this period. PM believes these projects still need to be included as line items in the RLTP. He reminded the group only maintenance projects are to be included, not safety improvements and that KiwiRail may be getting confused between the two. PM to confirm.</p> <p>Still waiting on a decision from NZTA regarding the sale of cars along Coronation Avenue. The issue has been referred to NZTA's lawyers to determine a nationwide solution.</p>	PM

Item	Agenda subject	Action
	CW, Craig Williamson and Harry Duynhoven attended the Road Safety Summit held on 9 April 2018 in Wellington.	
3.	<p>Revised draft GPS 2018-21</p> <p>The revised draft GPS was released for engagement on 3 April 2018. Submissions close 2 May 2018.</p> <p>As expected a mode-neutral approach to transport planning and investment decisions is one of the key themes. The GPS priorities are Safety, Access (thriving regions and liveable cities), the Environment and Value for Money.</p> <p>The funding available for SH Improvements will reduce (largely due to a number of RONS projects being discontinued) while funding for all other activity classes will increase, along with the addition of two new activity classes – being Rapid Transit and Transitional Rail. Walking and Cycling will now include promotional activities, while Road Safety promotion will now include demand management.</p> <p>Discussion held by the group on a regional submission on GPS 2018, FR and JB will put together a draft submission for the group to feed into. VL has lodged STDC's submission while SB is still working on SDC's.</p> <p>The proposed regional fuel taxes will not affect Taranaki until 2020/21, however, an information item will be presented to the RTC at one of their next two meetings on either 13 June 2018 or 5 September 2018.</p> <p>The revised SHIP will now be known as the TAIP (Transport Agency Investment Proposal) and is due to be released for consultation by the end of the month.</p> <p>Reminder from FR that potential transport related projects seeking funding from the PGF needing to be included on the RLTP 'wish list'. Projects should also be incorporated into the Regional Economic Development Strategy (Tapuae Roa: Make Way for Taranaki).</p> <p>Minister Genter wants to see Local Authorities put funding into low cost low risk safety improvements as this is an important way to get work completed. She has advised that there is approximately \$800 million worth of works that have not been completed across the country.</p>	<p>FR/JB</p> <p>FR/JB</p>
4.	<p>Revised draft IAF 2018-21</p> <p>The revised draft IAF was released for engagement on 16 April 2018. Submissions close 18 May 2018.</p> <p>Discussion held by the group on a regional submission, FR and JB will put together a draft submission for the group to feed into. Points of concern include no mention of changes to FAR rates and New Plymouth not listed as a high growth urban area. An upcoming IAF workshop is being held on 26 April 2018 in Wellington. CC, SB and VL will be attending. Await feedback from this workshop to assist with submission.</p> <p>Funding from the Regional Improvement activity class will continue to be directed by NZTA as it is now.</p>	<p>FR/JB</p> <p>CC, SB, VL</p>
5.	RLTP mid-term review	

Item	Agenda subject	Action
	<p>Targeted consultation closed 20 April 2018. Twenty-three organisations were asked if they wished to provide feedback. Seven submissions received in total. These were from: TRC, STDC, VTT, NPDC, Horizons RC, Waikato RC and AA.</p> <p>FR provided the group with a brief summary of each submission. JB will compile an officer's report and present this to RTAG at their next meeting on 16 May 2018.</p> <p>VTT's submission raised concerns around the congestion and safety issues at North Egmont Visitors Centre. While solutions to this are still being considered, CW noted that work on the Mangorei Road carpark is progressing.</p> <p>The AA made note in their submission that they would like to see a public bus service from the airport into New Plymouth. CC advised that he has never been asked to feed back into the airport re-development plans from a public transport perspective. CW will query this at the next airport update meeting.</p> <p>The draft revised TAIP was presented to the NZTA board on Friday 20 April 2018 and is yet to be released for engagement.</p> <p>The Tapuae Roa Action Plan was released on 6 April 2018 by Minister Jones who has committed \$400k from the PGF to complete a BC on the sealing of SH43. NZTA are working on how to access this funding.</p> <p>PM has been unable to locate the letter that was supposed to have been sent out to the RCA's advising that SPR FAR rates are set to reduce from 100% towards base rates from next financial year.</p> <p>The DC's need to email FR a list of projects they would like to be considered for PGF funding so these can be added into the RLTP 'wish list'.</p> <p>PM suggested broadening the reference to electric vehicle infrastructure to include other alternative fuel sources.</p> <p>Representatives from each of the DC's attended a lifeline/vulnerabilities workshop recently.</p> <p>Any further changes to be made to the programme tables need to be emailed to FR/JB. Both the tables and TIO need to be updated as they still do not 'speak' to each other.</p> <p>The group agreed projects included in the current TAIP that fall outside the lifespan of the RLTP will be added into TIO but will not be ranked in terms of their priority.</p>	<p>CW</p> <p>CW, SB, VL</p>
<p>6.</p>	<p>Round table</p> <p>South Taranaki District Council - VL</p> <ul style="list-style-type: none"> • Works have commenced on Bridge 160. • Nukumaru Station Road still progressing through the Resource Consent process. • Pavement rehab on track, due to finish next month, weather dependent. • Reseals back on track now that issues with chip supply have been sorted. • Hawera to Normanby pathway in TIO for next financial year. • LTP progressing, currently in the consultation period. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • TRC has identified two bridge culverts where changes need to be made to allow fish to pass through freely. <hr/> <p>NZTA - PM</p> <ul style="list-style-type: none"> • Mt Messenger Resource Consent hearings delayed by about a month and now to commence on 11 June 2018. • Rob Napier may possibly attend the next RTC meeting to provide an update. FR/JB will follow this up. The next SH3WP meeting will likely be scheduled after the hearings, but an email is with Rob regarding this. • No further information available on the AG2MM works. <hr/> <p>Stratford District Council - SB</p> <ul style="list-style-type: none"> • A workshop is to be held with Councillors to decide on the next course of action for Whangamomona Road. Could potentially be a PGF funded project? A meeting was held in Whangamomona two weeks ago where Mayor Volzke advised attendees a decision will be made by this time next year. • Reseals complete. • Rehabs due to be completed by the end of the month. • Sealing of the plateau carpark began today and will be finished by the end of the financial year. • Discussions are ongoing regarding the Broadway/Prospero Place development. • Powerco will now start work laying the power lines under Pembroke Road in January 2019. <hr/> <p>New Plymouth District Council - CW</p> <ul style="list-style-type: none"> • Reseals nearly complete. • Rehabs underway. • LED streetlight conversion BAU. • Following the ILM process for the Coastal Walkway extension it has been identified that Puketapu Hapu have significant interest in the project. • Meetings have been initiated with affected land owners regarding the Mt Messenger bypass project. • Speed limit reductions to 80km/hr have been implemented on Carrington Road, Mangorei Road and Baker Road to mixed reviews. • A Speed Management Guide is being developed for council. • Meeting held with TRC's Nathan Crook regarding the Ahititi STE site. More signage is required advising users there is a surveillance camera operating and warning them not to pollute the site. 	<p>FR/JB</p>

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • One of the key messages to come from the Road Safety Summit is safety projects are going to require more attention in future. <hr/> <p>NZTA - WW</p> <ul style="list-style-type: none"> • In TIO each improvement activity needs to be linked to a strategic case, this is likely to only affect CW so WW will follow up with him directly. • The general feeling following the GPS Summits held in Palmerston North and Wellington in mid-April 2018 is that it was of limited benefit to attendees. • Development of LTSV v2 underway, (will be known as the LTV) draft is due out later this year. <hr/> <p>TRC - FR</p> <ul style="list-style-type: none"> • Last day of work prior to parental leave will be 30 April 2018. Jo Bielski will cover for FR for the remainder of 2018. • Potentially future questions to be asked at RTAG regarding speed management. Dan Tate from NZTA would like to attend a meeting in future to discuss. • Still struggling to get SH project updates from NZTA. • RTAG has been asked to provide some guidance on TRC's Biosecurity Strategy around weed hygiene practices, in particular Yellow Bristle Grass along SH's, preferably by 30 June 2018. Will be placed on future RTAG agenda. <hr/> <p>TRC - CC</p> <ul style="list-style-type: none"> • Patronage across all services is up slightly for the year. • Implementation for ticketing project is now scheduled for November 2018. • Discussions underway with NPDC regarding a shuttle service for North Egmont Visitors Centre during busy times. 	<p>WW</p> <p>JB</p>
7.	<p>RTC meetings</p> <p>Brief discussion of agenda items for the RTC meeting on 13 June 2018 as follows:</p> <ul style="list-style-type: none"> • Focus clearly on considering/approving reviewed RLTP. • Will include updates on release, submissions and implications of revised GPS 2018, IAF 2018, SHIP 2018. • Information items likely on 6 April release of Tapuae Roa Action Plan, and changes to the LTMA in relation to Regional Fuel Tax. 	
8.	<p>General business</p> <p>CW thanked FR for her work co-ordinating the RTAG meetings and wished her all the best for her parental leave.</p>	

Item	Agenda subject	Action
9.	<p>Next meeting</p> <p>Scheduled for Wednesday 16 May 2018.</p> <p>Meeting closed 12.55pm.</p>	

Acronyms commonly used in RTAG meetings

Acronym	Meaning
AC	Activity Class
AG2MM	Awakino Gorge to Mt Messenger Programme
AMP	Asset or Activity Management Plan
BC	Business Case
CMP	Corridor Management Plan
DC	District council
GIS	Geographic Information System
GPS	Government Policy Statement on Land Transport
HNO	Highways & Network Operations section of NZTA
IAF	NZTA's Investment Assessment Framework
ILM	Investment Logic Mapping
LOS	Levels of Service
LTP	Long Term Plan
LTSV	Long Term Strategic View
NOC	Network Outcomes Contract
NPDC	New Plymouth District Council
NZTA	New Zealand Transport Agency
ONRC	One Network Roading Classification
P&I	Planning & Investment section of NZTA
PGF	Provincial Growth Fund
POE	Point of Entry (initiation of a business case)
RAMM	Road Assessment and Maintenance Management database
RAPT	Review and Prioritisation Team
RCA	Road Controlling Authority
REDS	Regional Economic Development Strategy
RLTP	Regional Land Transport Plan
RSTES	Regional Stock Truck Effluent Strategy
RTAG	Regional Transport Advisory Group
RTC	Regional Transport Committee
RWCS	Regional Walkways and Cycleways Strategy
SDC	Stratford District Council
SH	State Highway
SHIP	State Highway Investment Proposal
SIG	Special Interest Group
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
TAIP	Transport Agency Investment Proposal
TP	Transport Programme
TRC	Taranaki Regional Council
TSIG	Transport Significant Interest Group
VDAM	Vehicle Dimensions & Mass
WAC	Walking Access Commission

Taranaki Regional Transport Advisory Group (RTAG) Meeting**MINUTES**

Date	Wednesday 23 May 2018 at 10.00am	
Venue	Taranaki Regional Council, 47 Cloten Road, Stratford	
Present	Carl Whittleston (CW)	NPDC
	Richard Ashman (RA)	NZTA
	Steve Bowden (SB)	SDC
	Vincent Lim (VL)	STDC
	Paul Murphy (PM)	NZTA
	Wayne Wallace (WW)	NZTA
	David Perry (DP)	NZTA
	Chris Clarke (CC)	TRC
	Jo Bielski (JB)	TRC
	Gray Severinsen (GS)	TRC
	Siubhan Green (RS)	TRC
Apologies	Barry Dowsett (BD)	NZTA
	Shaun Harvey (SH)	NZTA

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <p>Apologies were received as noted above.</p> <p>Welcome to Siubhan Green who will be covering for Rachel Smith while she is on Parental Leave until October 2018.</p>	
2.	<p>Minutes of last meeting held on 23 April 2018</p> <p>The previous minutes of the RTAG meeting held on Wednesday 7 March 2018 were accepted as true and correct.</p> <p>Matters raised:</p> <p>A submission on the Draft Government Policy Statement for Transport 2018 has been prepared by JB, circulated to RTAG members for input and sent to the Ministry of Transport by the due date of 2 May 2018. A copy will be forwarded to the RTC for their information.</p> <p>A submission on the Draft Investment Assessment Framework for the 2018-21 NLTP has been prepared by JB, circulated to RTAG members for input and sent to the NZ Transport Agency by the due date of 18 May 2018. A copy will be forwarded to the RTC for their information.</p> <p>JB noted that a draft Officers Report on the submissions received on the draft revised RLTP had been prepared and attached for Members information - a total of 8 submitters, with two wishing to be heard at the Hearing of Submissions at RTC meeting on 13 June. Further discussion on this held later in response to Item 6.</p>	

Item	Agenda subject	Action
	<p>The next SH3 Working Party is planned for late August - dictated by the Awakino Gorge package of works progressing through the resource consents process in June. JB to chase Rob Napier and/or Parekawhia McLean about presenting information on the Awakino Gorge and Mt Messenger projects at the next RTC meeting (13 June).</p> <p>Yellow Bristle Grass control along SH was raised but this time of year it is not necessary to progress the matter further. All roading authorities need to keep a watching brief on the matter.</p> <p>Fuel Tax - no further news on this therefore need to 'watch this space'.</p>	JB
3.	<p>Revised draft GPS 2018-21</p> <p>The consultation period for this document closed 2 May 2018. JB outlined the main points raised in the submission to the Draft GPS for Transport 2018. These were as follows:</p> <ul style="list-style-type: none"> • Need to adjust financial assistance rates for activity classes of regional improvements, public transport and walking/cycling improvements • Concerns about possible reduced spending on state highways • Welcome increased funding allocation to local road improvements and maintenance • Safety improvements within the Low Cost/Low Risk programmes should have an increased FAR • Support for the broadening of the definition for Regional Improvement activity class • Support for the increased funding for public transport • Strongly support greater emphasis on walking and cycling. <p>It was noted that there will be a resulting change in focus for the RLTP but it is okay as is. A question was raised as to whether or not there should be a Kiwi Rail (as an AO) inclusion - not at this stage?</p>	
4.	<p>Revised draft IAF 2018-21</p> <p>The consultation period for this document closed 18 May 2018. JB outlined the main points raised in the submission to the Draft Investment Assessment Framework for the 2018-21 NLTP. The submission points fell under the following topics:</p> <ul style="list-style-type: none"> • Financial Assistance Rates for safety improvements need to increase • Definition of significant - what this means for levels of service for walking/cycling and public transport projects • Support for inter-regional public transport as a medium results alignment criteria • Special Purpose Roads - these should still receive 100% FAR • High Urban Growth Area - New Plymouth should be recognised as such <p>Currently awaiting outcome of the NZTA board meeting on 20th June with regard to a discussion on 75% FAR for new focus projects under the GPS. This could impact significantly on our RLTP projects.</p>	

Item	Agenda subject	Action
	Road Safety Management should not be considered a specific project as speed management is operational. It's not in the top 10%, what really needs to happen.	
5.	<p>Revised TAIP 2018-27</p> <p>JB noted that the Draft Transport Agency Investment Proposal (TAIP) has several projects identified for Taranaki (some of them new). They are as follows:</p> <p><u>Funding approved</u></p> <ul style="list-style-type: none"> - SH3 Mt Messenger Bypass (funding approved) - SH3 Awakino Gorge to Mt Messenger Corridor (Crown Funded) <p><u>Projects already included in the RLTP</u></p> <ul style="list-style-type: none"> - Keeping New Plymouth Moving and Growing - Low cost/low risk improvements 2018-21 <p><u>New projects to be included in RLTP</u></p> <p>Part of Waitara to Bell Block section of works – no prioritising required</p> <ul style="list-style-type: none"> - SH3 Waitara to Bell Block Safer Corridor - Mangati Rd/SH3 Intersection Improvement - SH3/Princess St Intersection Improvement - Corbett Rd/SH3 Intersection Improvement <p>Outside the 2015-21 timeframe (i.e. doesn't need to be prioritised)</p> <ul style="list-style-type: none"> - SH3 Epiha Rd to Turangi Rd Safer Corridor - SH45 New Plymouth to Hawera Safer Corridor: - SH3 Hawera to Whanganui Safer Corridor - SH3A Bell Block to Inglewood Safer Corridor - Noise Walls and Improvement Programme <p><u>In TAIP but not in TIO</u></p> <ul style="list-style-type: none"> - SH43 Improvements safety and access - SH3 Inglewood to Hawera Safer Corridor - SH3 Urenui to Uriti Safety Management <p>JB currently awaiting information from Dave Darwin (NZTA) as to what these last three projects are about. PM and WW indicated that NZTA are aware of these anomalies and work is currently being undertaken to fix this in TIO. A RTC extract in TIO on Monday 28 May should clarify this matter.</p> <p>DP noted that there is a missing part to the SH3 New Plymouth to Hawera Corridor works which is the New Plymouth to Inglewood Safer Corridor project – JB to ensure this is included in the final RLTP. WW/PM to ensure it is included in TIO.</p> <p>Any new project falling out of TAIP will need to be included in RLTP – JB to analyse.</p> <p>General discussion held around whether the following are separate projects in addition to the existing Waitara – Bell Block improvements?</p> <ul style="list-style-type: none"> - SH3 Waitara to Bell Block Safer Corridor - Mangati Rd/SH3 Intersection Improvement - SH3/Princess St Intersection Improvement - Corbett Rd/SH3 Intersection Improvement 	<p>JB</p> <p>JB</p> <p>JB</p> <p>JB</p>

Item	Agenda subject	Action
	<p>PM and WW confirmed they are part of Waitara to Bell Block section of works – therefore they do not need to be re-prioritised within RLTP. They do however need to be separate line items in the RLTP.</p> <p>It was originally thought that the SH3 Epiha Road to Turangi Road Safer Corridor project might need prioritising within the RLTP - but no (ie it's outside the current 6 year timeframe).</p> <p>CW to investigate where the Airport Drive funding assessment is in TIO – some boxes in TIO still need to be ticked.</p>	CW
6.	<p>RLTP Mid-term Review</p> <p>JB provided an update on where the RLTP review was – new projects included in TAIP have now been included in revised RLTP tables along with updated information obtained from TIO (NLTP/RTC) extracts. There have been quite a few changes made to the Plan as a result of this work and all changes have been noted as ‘tracked changes’.</p> <p>It is important that everyone double check the information presented by JB and get back to her with any amendments. Several action points:</p> <ul style="list-style-type: none"> • SB – needs to include another Patea River bridge project in TIO. • VL - Project to be created for the widening of Manaia Road. • SB - Project to be created for the sealing of Junction Rd. • Further to NPDCs submission on the draft revised RLTP - Cook Street work needs to be included in the RLTPs ‘wish list’ for future consideration. JB to action. • CW - Airport Drive project needs several boxes to be ticked in TIO. <p>Officer’s Report: 8 Submissions were received, with 2 submitters speaking in support of their submission at the Hearing of Submissions (RTC meeting 13 June).</p> <p>Special Purpose Roads – 100% for Maintenance, Operations and Renewals Programme but 75% for Low Cost/Low Risk programme: JB to update in RLTP tables.</p> <p>Footpath maintenance – changes to maintenance operational budget only for next 3 years. Each AO will advise JB by Monday 28 May the \$ amount and justification.</p> <p>Everyone is to update their information in TIO by mid-day Monday 28th June - JB will then complete final extract, update RLTP and send everyone a final tables version for checking.</p>	<p>Each AO SB VL SB</p> <p>JB</p> <p>CW</p> <p>JB</p> <p>Each AO</p> <p>JB</p>
7.	<p>Round Table</p> <p><u>NZ Transport Agency - DP</u></p> <ul style="list-style-type: none"> • Completed asphalt program • Vickers to Smart SH43 • SH45 Devon St West • SH45 Courtenay Cameron including Elliot Intersection • SH45 Courtenay Liardet • Starting Conway – Eltham intersection this week 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Rehab SH3 Becks North of Eltham is completed • Mt Messenger is completed – Asphalt corners • NP to Hawera DPC • SH45 Devon St West Cycleway/Pedestrian improvements are underway through NOC contract • Moturoa/South Road intersection – detailed design construction 2018/2019 <hr/> <p><u>NZ Transport Agency - RA</u></p> <ul style="list-style-type: none"> • Kent Rd – Culvert options for bridges. RA would prefer to remove the culvert and install a skew bridge. It is classed as emergency works. CW is keen to use the opportunity to also undertake works to create a cycleway and walkway given the area’s high recreational use. RA advised he is only permitted to implement what is necessary to reinstate the SH. Can’t afford to stall implementation but appreciates issues around walking/cycling. Using this project to include tracks would mean starting from scratch with a business plan RA would prefer to create 2 separate projects. • A business case is being put together to implement LED lights • A new Journey Manager is starting shortly: Lance Kennedy <hr/> <p><u>South Taranaki District Council - VL</u></p> <ul style="list-style-type: none"> • Bridge 160 on Eltham Road has been practically completed following gaining Resource Consent. Guardrail to complete. TRC (Dan Harrison) was impressed with the construction of the rip rap on the job. • Nukumaru Station Road still progressing with the resource consent application. We have to go to the Environmental court to get it sorted as mediation was not successful. • Pavement rehab on track. We have the sites on Skeet Road to complete • Reseals have been completed. • Denby Road loop pathway completed. • Hawera to Normanby pathway - dealing with Kiwirail for the lease of land. • AMP approved. • LTP progressing. Council has tentatively approved another \$500K (nett cost) for pathway projects. We have also added \$750K, \$650K & \$650K (gross cost) for footpath maintenance and renewal. <hr/> <p><u>Stratford District Council - SB</u></p> <ul style="list-style-type: none"> • Workshop to be held with Councillors in July or August to discuss the Whangamomona Rd and the direction of Council with regard to the long term view for the particular road. • Climie Road pavement rehabilitation project is progressing well. We are aiming to seal the road by mid-June. • Work continues in the Plateau car park on Pembroke Rd. It is unlikely the car park will be sealed this year, due the weather conditions on the mountain. We are aiming to complete as much of the footpath and drainage work as possible before 30 June 2018. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Discussions with the upgrade of Propsero Place are continuing, including the “streetscape design” for SH3 Broadway. • Powerco are continuing with their plans to underground the overhead powerlines to the Mountain House in January 2019. A site meeting was held on 16 May with SDC/Powerco/contractors to discuss the project. • UFFB have signalled the completion of the installation of broadband in Stratford will be the end of September 2018. • Work to repair an underslip on Stanley Road continues, however, recent wet weather have slowed progress as the ground conditions are very soft. • SB expressed a concern about the amount of logging being undertaken at this time of the year, especially with the harvesting continuing through this recent wet weather period. This activity is having a detrimental effect on the local roading network. • With the prolonged period of wet weather and the heavy downpours, SB is concerned that this year could be a repeat of May/June 2015 which resulted in the significant storm event/damage being caused to the roading network. Should a similar event occur this then SDC will struggle to fund our share of the clean-up and repair costs. 	
	<p><u>Taranaki Regional Council – CC</u></p> <ul style="list-style-type: none"> • Focus is on the new ticketing system with factory acceptance in late June in Germany. • Implementation of the ticketing system for Taranaki is now scheduled for 5 November 2018. • At the Transport SIG held 18 May, Gareth Hughes (NZTA) gave the attendees an update on the NLTP/GPS. He advised that where the government had increased work category funding NZTA were considering using an enhanced FAR of 75%. This was to ensure approved authorities could make use of the additional funding. NZTA were also considering supporting regions by providing staff to help projects get started and maintain momentum. 	
	<p><u>Taranaki Regional Council – GS</u></p> <ul style="list-style-type: none"> • There is now a dedicated inspector at the TRC employed to specifically check forestry plantation work. • There are potential issues re water tables which need clearing. 	
	<p><u>New Plymouth District Council – CW</u></p> <ul style="list-style-type: none"> • Reseals are completed. • Rehabs completed. • LED streetlight conversion on target. • Cars are still being sold along Coronation Avenue. Mayor Holdom has raised the issue of the delay with Parekawhia McLean. • ILM process nearing completion for the Coastal Walkway extension to Waitara. • Discussions underway to determine function post-revocation of the section of SH3 that will be replaced by the Mt Messenger Bypass. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Mangorei Rd and Hurford Road seal widening are almost ready for sealing. • Design underway for carpark at the top of Mangorei Road to support the Pouakai Crossing. 	
8.	<p>Next RTC meeting</p> <p>JB noted that the agenda items for 13/06/2018 RTC meeting were as follows:</p> <ul style="list-style-type: none"> • RLTP mid-term review • GPS 2018/IAF documents • NZTA regional report • SH3 Awakino Gorge to Mt Messenger Programme update • Regional Road Safety update • Tapuae Roa: Action Plan update • PT Operations update 	
	<p>General business</p> <p>RA advised members that \$20k is now available for community initiatives and was open to suggestions. CC suggested bus painting.</p> <p>CW discussed the Road Safety Summit: should the government be leading the way regarding the new speed management guidelines as opposed to leaving it to the local authorities?</p> <p>Stock Truck Effluent: JB advised a working party has not been convened for a long time. CW/JB suggested it be reconvened within the next 6 months, with emphasis on issues at Ahititi site as the situation is no longer what it was.</p> <p>Walkways/Cycleways: JB question where things were at with walking/cycling strategies/plans in the region.</p> <ul style="list-style-type: none"> • CW is still operating the 'Let's Go' project. • Stratford's focus is primarily on recreational use. • VL said the Hawera to Normanby cycleway is being progressed. Additional routes will be added once prioritised. • Sport Taranaki are undertaking a review of walking/cycling opportunities region-wide. Perhaps could tack onto these? <p>JB questioned the need for a regional walkways and cycleways strategy review. Strategy was last done in 2007. Is it still fit for purpose?</p>	<p>Each AO</p> <p>JB</p>
9.	<p>Next meeting</p> <p>Scheduled for Wednesday 8 Aug 2018.</p> <p>Meeting closed 12.10pm.</p>	

Acronyms commonly used in RTAG meetings

Acronym	Meaning
AC	Activity Class
AG2MM	Awakino Gorge to Mt Messenger Programme
AMP	Asset or Activity Management Plan
BC	Business Case
CMP	Corridor Management Plan
DC	District council
GIS	Geographic Information System
GPS	Government Policy Statement on Land Transport
HNO	Highways & Network Operations section of NZTA
IAF	NZTA's Investment Assessment Framework
ILM	Investment Logic Mapping
LOS	Levels of Service
LTP	Long Term Plan
LTSV	Long Term Strategic View
NOC	Network Outcomes Contract
NPDC	New Plymouth District Council
NZTA	New Zealand Transport Agency
ONRC	One Network Roading Classification
P&I	Planning & Investment section of NZTA
PGF	Provincial Growth Fund
POE	Point of Entry (initiation of a business case)
RAMM	Road Assessment and Maintenance Management database
RAPT	Review and Prioritisation Team
RCA	Road Controlling Authority
REDS	Regional Economic Development Strategy
RLTP	Regional Land Transport Plan
RSTES	Regional Stock Truck Effluent Strategy
RTAG	Regional Transport Advisory Group
RTC	Regional Transport Committee
RWCS	Regional Walkways and Cycleways Strategy
SDC	Stratford District Council
SH	State Highway
SHIP	State Highway Investment Proposal
SIG	Special Interest Group
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
TAIP	Transport Agency Investment Proposal
TP	Transport Programme
TRC	Taranaki Regional Council
TSIG	Transport Significant Interest Group
VDAM	Vehicle Dimensions & Mass
WAC	Walking Access Commission

Agenda Memorandum

Date 13 June 2018



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

**Subject: Hearing of submissions and finalising of
the draft Regional Land Transport Plan
for Taranaki 2015/16-20/21: Mid-term
review for the 2018/19 – 20/21 period**

Approved by: M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

Document: 2053040

Purpose

The purpose of this memorandum is to:

- introduce submissions on the mid-term review of the *Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19 – 20/21 period* (the RLTP)
- hear the submitters who wish to speak to their submission
- make recommendations on submissions and any consequential changes to the RLTP
- seek endorsement of the finalised Plan to be forward to the Taranaki Regional Council meeting on 26 June 2018.

Attached separate to the Agenda for the Committee's reference are:

- full copies of the public submissions received
- a *Summary of Submissions and Recommendations* report
- a copy of the *Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19 – 20/21 period* with the recommended changes tracked for ease of reference.

Executive summary

As Members are aware, the Committee has been required to undertake a mid-term review of the current *Regional Land Transport Plan for Taranaki 2015/16–2020/21* and forward this to the Council for consideration and approval. The RLTP must then be submitted to the NZ Transport Agency by 29 June 2018.

At the last Regional Transport Committee meeting held on 21 March 2018, the release of the draft *Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19 – 20/21 period* for targeted consultation was endorsed. Eight submissions were received during consultation on the RLTP. Responses and recommendations for each matter raised within the submissions received have therefore been prepared for Committee consideration.

Members will today hear those submitters who wish to speak to their submissions, then deliberate on all the submissions received. Consequential amendments to the RLTP will be made as a result of the Committee's deliberations, with endorsement and referral of the revised final RLTP to the Taranaki Regional Council for final adoption being sought.

Recommendations

That the Taranaki Regional Council:

1. acknowledges with appreciation the input made by sector groups and individuals to the *Draft Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19 – 20/21 period*
2. receives and acknowledges with thanks the submissions received on the *Draft Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19 – 20/21 period*
3. adopts the recommendations contained within the attached 'Summary of Submissions and Recommendations' report, subject to amendments agreed to by the Committee
4. endorses the recommended changes to the *Draft Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19 – 20/21 period*, subject to any changes agreed by the Committee
5. approves the revised *Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19–20/21 period*
6. agrees that the revised *Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19–20/21 period* be sent to the New Zealand Transport Agency by the due date of 29 June 2018.

Background

Members will recall that the *Draft Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review for the 2018/19 – 20/21 period* was approved for targeted public consultation on 21 March 2018. Section 18CA(2) of the *Land Transport Management Act 2003* states, "In carrying out the review, the RTC must have regard to the views of representative groups of land transport users and providers".

Members will recall that a *Draft RLTP: Mid-term Review for the 2018/19 – 20/21 period* was received at the 29 November 2017 Committee meeting, with the intent that this would be released for targeted consultation in December 2017. However, information had just been received (dated 20 November 2017) that the new Government were intending to make significant changes to the documents that guide RLTPs, most specifically to the *Government Policy Statement (GPS) on Land Transport 2018*. A letter from the NZ Transport Agency (dated 23 November 2017) was also tabled at that meeting, advising that the timeframes for development of RLTPs and the *National Land Transport Programme (NLTP)* had been pushed out by two months in response to the Minister's intention to amend the GPS to reflect the new Government's immediate priorities.

It was therefore agreed to delay the release of the RLTP for targeted consultation and instead receive a revised draft at the Committee's March 2018 meeting; on the understanding that it was likely the Government would release its revised GPS early in 2018, enabling the required adjustments to be made to the Plan prior to the 21 March meeting.

Unfortunately, this did not eventuate and timeframes dictated that consultation on the *Draft RLTP: Mid-term Review for the 2018/19 – 20/21 period* had to occur without the benefit of the GPS being finalised. Despite this, consultation was undertaken in the knowledge that changes may need to be made to the RLTP post-consultation in order to ensure that it was consistent with the new GPS. Also that the programme component of the RLTP would be updated to reflect the revised *Draft Assessment Framework for the 2018-21 National Land Transport Programme* (IAF) and *Draft Transport Agency Investment Proposal* (TAIP). The Draft TAIP replaces the former State Highway Investment Proposal (known as the SHIP), which the draft regional programme for transport activities was based on.

Community engagement

The *Draft RLTP: Mid-term Review for the 2018/19 – 20/21 period* was released for targeted public consultation on Monday 26 March 2018, with the submission period closing at 4.00pm on Friday 20 April 2018.

The *Draft RLTP: Mid-term Review for the 2018/19 – 20/21 period* was sent to the following organisations for feedback:

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

Eight organisations made submissions to the *Draft RLTP: Mid-term Review for the 2018/19 – 20/21 period*. Each of the eight submissions received have been summarised in the attached *Summary of Submissions and Recommendations* report, with responses and recommendations provided for each matter raised. The Regional Transport Advisory Group (RTAG) has been involved in preparing these recommendations for the Committee's consideration.

Hearing of Submissions

A total of two submitters wish to have their submissions heard. The agenda outline for the Hearing of Submissions that will take place as part of this item in the meeting is provided below.

Time	Organisation	Represented by	Submission number	Response pages in Summary
11:15am	Venture Taranaki	John Haylock	3	5 - 14
11:30am	New Plymouth District Council	Carl Whittleston/ Dion Cowley	4	14 - 16

All submissions are 'taken as read' by the Hearing Committee. Each submitter who wishes to be heard has been allocated a ten minute speaking time followed by five minutes to answer any questions that the Committee may have. The Committee will hear all of the submitters and then deliberate on all of the submissions received.

Relationship between the RLTP and Long-Term Plans — changes to proposed activities may occur

Members are reminded that the activities included in the RLTP may be varied or withdrawn by the relevant organisation during the development of the RLTP, and subsequent to its release. The development of the RLTP is therefore an iterative process and given the complex nature of the activities involved is considered to be a snapshot in time that will continue evolving, particularly the cost amounts attributed to the projects.

The activities may also be varied by the relevant organisation during the development of the RLTP as each organisation goes through their own Long-Term Plan development processes or if more information comes to light about a specific project.

Changes are almost inevitable, particularly given that each of the councils are still in the process of finalising their Long-Term Plans, the transport component of which feeds into the RLTP. In addition to this, clarification on the details and cost estimates involved in a range of NZ Transport Agency activities are ongoing.

Alignment of Taranaki's RLTP to the new GPS

The *Land Transport Management Act 2003* requires that the Committee be satisfied that the *Draft RLTP: Mid-term Review for the 2018/19 – 20/21 period* aligns with the new investment priorities of the *Draft Government Policy Statement on Land Transport 2018/19-2027-28*. Officers have assessed the alignment between both documents and, based on the Strategic Direction of the RLTP (as outlined in Section 4 of the Plan), believe that they both align well with the priorities of the new Government as the region's preferred strategic direction for the land transport system has remained '**Improved roading, with an increased provision of alternative modes**'.

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

- strategic improvements to road and rail capacity, service provision and integration (i.e. from current roading/rail commitments and capacity)
- increased growth in public transport services – for both urban New Plymouth and other areas
- increased emphasis on alternative modes (i.e. walking/cycling) infrastructure provision and education/advocacy/promotion
- increased demand management practices implemented.

The draft RLTP is therefore considered to be robust and consistent with the draft GPS priorities and objectives. The key national strategic priorities of access and safety, with underpinning priorities of the environment and value for money, correlate well with the strategic regional policy framework of the draft RLTP. We await a second stage GPS to further inform the Committee on the Government's revised priorities and objectives. A fresh look at the regions RLTP prior to the end of the 2020/21 period should also be informed by a more solid central government policy position.

Changes proposed to Section 5 (Regional 'Programme' of Activities) as a result of TAIP

The Taranaki Regional Council's submission on to the *Draft RLTP: Mid-term Review for the 2018/19 – 20/21 period* specifically enabled changes to be made to the finalised RLTP by including the qualifier “*Amending all affected tables, along with any other provision changes as a result of the GPS 2018 release – to the extent that the Agency's Transport Investment Online system has been updated*”. A 'tracked change' *Draft RLTP: Mid-term Review for the 2018/19 – 20/21 period* document has therefore been attached to this Memorandum which not only demonstrates the changes made in response to the eight submitters, but also any changes required in response to the publication of the Draft GPS, Draft IAF and Draft TAIP (all published in April 2018). All of these changes have been clearly identified in the following two tables:

- Table 3: Proposed 'business as usual' activities in the Taranaki region
- Table 4: Regionally significant activities proposed for funding from the National Land Transport Fund in the 2018-2021 period
- Table 5: Regionally significant activities proposed for funding from the National Land Transport Fund outside of the 2018-2021 period

There are several significant changes that need to be made to the *Draft RLTP: Mid-term Review for the 2018/19 – 20/21 period* regional programme of transport activities arising from the Draft Transport Agency's Investment Proposal 2018-27 (TAIP).

After an assessment of the projects identified in TAIP for the Taranaki region the main changes made to the RLTP were as follows:

Projects already included in the RLTP – no change required

- Keeping New Plymouth Moving and Growing
- Low cost/low risk improvements 2018-21

Funding already approved i.e. committed projects – now identified in Table 4 but no prioritisation required

- SH3 Mt Messenger Bypass
- SH3 Awakino Gorge to Mt Messenger Corridor
- SH3 Vickers Road to City Upgrade

New projects to be included in RLTP

Part of Waitara to Bell Block section of works – no prioritising required

- SH3 Waitara to Bell Block Safer Corridor
- Mangati Rd/SH3 Intersection Improvement
- SH3/Princess St Intersection Improvement
- Corbett Rd/SH3 Intersection Improvement

Outside the 2015-21 timeframe (i.e. doesn't need to be prioritised)

- SH3 Epiha Rd to Turangi Rd Safer Corridor
- SH45 New Plymouth to Hawera Safer Corridor:

- SH3 Hawera to Whanganui Safer Corridor
- SH3A Bell Block to Inglewood Safer Corridor
- Noise Walls and Improvement Programme
- SH43 Improvements safety and access (part of the SH43 Sealing Improvements Project)

New projects to be included in RLTP – Prioritisation required

- SH3 Inglewood to Hawera Safer Corridor
- SH3 Urenui to Uriti Safety Management

As these two new projects are considered to be ‘regionally significant’ activities (as specified on Page 42 of the *Draft RLTP: Mid-term Review for the 2018/19 – 20/21 period* under the policy for determining ‘significant activities’) they are required to be prioritised. They have therefore been included in the revised document and allocated a Priority 5 ranking. Please see Table 4 for further detail.

Next steps

The timeline for the key milestones/tasks in the development of the RLTP since the previous Committee meeting is provided below:

Original timeline	Task	Revised timeline
29 November 2017	RTC approves revised Draft Plan for release for consultation.	21 March 2018
8-15 December 2017	Revised Draft Plan sent out for targeted consultation.	26 March 2018
9 February 2018	Targeted consultation period ends.	20 April 2018
	Review of RLTP in light of: - feedback received during consultation - revised GPS and IAF - revised state highway programme (TAIP) - further information known on potential PGF applications - release of <i>Tapuae Roa: Make Way for Taranaki</i>	April-May 2018
21 February 2018	RTAG meeting - initial consideration of submissions and other changes needed.	23 May 2018
21 March 2018	RTC holds Hearing of Submissions on draft Plan. RTC approves final RLTP (with amendments from Hearing) to go to the TRC for consideration.	13 June 2018
10 April 2018	TRC adopts the revised Plan.	26 June 2018
30 April 2018	Plan must be submitted to NZTA (via online submission into TIO) where the activities will be nationally moderated for inclusion in the <i>National Land Transport Programme 2015-18</i> .	29 June 2018

We are here

As noted above, the approved revised *Regional Land Transport Plan for Taranaki 2015/16–2020/21* will be presented to the 26 June 2018 meeting of the Taranaki Regional Council for its final approval.

Once approved, the RLTP will be forwarded to NZ Transport Agency (via online submission into the Transport Agency’s funding management system Transport Investment Online TIO) by 29 June 2018, where the activities components will be assessed for inclusion in the *National Land Transport Programme (NLTP)*. Once the NLTP is adopted, organisations will then learn what central government co-funding they have been successful in securing for land transport activities.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Legal considerations

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

Appendices/Attachments – three separate reports

- Document 2060256: Public submissions received on the *Regional Land Transport Plan 2015/16 – 2020/21: Mid-term Review*
- Document 2062763v3: *Mid-term (2018) review of the Regional Land Transport Plan 2015/16 – 2020/21: Summary of Submissions and Recommendations*
- Document 2050672: *Revised Draft Regional Land Transport Plan 2015/16 – 2020/21: Mid-term Review for the 2018/19-20/21 period with tracked changes*

Public submissions received on the
Regional Land Transport Plan for Taranaki
2015/16 – 20/21
Mid-term Review 2018/19 – 20/21

During the public submission period of 26 March to 20 April 2018

Index of submissions received

Sub #	Individual / Organisation	Submission	Acknowledgment	Speaking to RTC
1	Vincent Lim Roading Manager South Taranaki District Council Vincent.Lim@stdc.govt.nz	2040354 Email	2040422 Email	No
2	Mike Nield Director, Corporate Services Taranaki Regional Council transport@trc.govt.nz	2039122 Word doc PDF 2040331	Not required	No
3	John Haylock General Manager Innovation and Strategic Projects Venture Taranaki Trust john@venture.org.nz	2040845 Email	2040858 Email	Yes Advised to keep 10-1 free
4	Dion Cowley / Carl Whittleston Senior Infrastructure Planner / Transportation Manager New Plymouth District Council Dion.Cowley@npdc.govt.nz / Carl.Whittleston@npdc.govt.nz	2040863 PDF, via email 2040874	2040974 Email	Yes Advised to keep 10-1 free
5	Leana Shirley / Councillor Bruce Gordon Horizons Regional Council leana.shirley@horizons.govt.nz	2041340 PDF via email 2041342	2041395	No
6	Nigel King / Councillor Hugh Vercoe Waikato Regional Council	2041350 Word doc via email 2041343	2041423	No
7	Fiona Croot / Graham O'Brien Taranaki AA Council	2041478 Word doc via email 2041475	2041527	No
8	Quin Amoore North Taranaki Cycle Advocates quin.amoore@trc.govt.nz	2042274 Email	2043665	No

1

Jo Bielski

From: Vincent Lim <vincent.lim@STDC.govt.nz>
Sent: Tuesday, 17 April 2018 4:21 PM
To: Fiona Ritson
Subject: RLTP -Submission
Attachments: Book2.xlsx

Hi Fiona,

Following the Council workshop deliberation and allocating further funds to be included in the long term plan for pathway projects, therefore I submit the following amendments to the RLTP for South Taranaki District Council.

In the Low Cost Low Improvement work category:

\$700,000 for 2018/19
\$650,000 for 2019/20
\$550,000 for 2020/21.

Also following the GPS announcement that footpath maintenance would be funded, therefore we also wish to add the following funding request for footpath:

\$500,000 for 2018/19
\$500,000 for 2019/20
\$500,000 for 2020/21

We would also likely to increase our funding request for maintenance and renewal depending on the confirmation of GPS and decision about the request for a higher financial assistance rate.

I am happy to provide further information if required.

Regards

Vincent Lim

Roading Manager | South Taranaki District Council
105-111 Albion St, Hawera 4610 | Private Bag 902, Hawera 4640, NZ
Phone: +64 6 278 0555 | Cell:0272 552 572 | www.southtaranaki.com



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18 April 2018
Document: 2039122

Taranaki Regional Council
via email to transport@trc.govt.nz

Attention: Regional Land Transport Plan Review

Dear Basil

Submission on draft 2018 mid-term review of the Regional Land Transport Plan 2015-2021

The Council is currently undertaking targeted consultation on its draft mid-term review of the *Regional Land Transport Plan for Taranaki 2015-2021* (the Plan). The consideration of submissions enables the Council to make amendments to the Plan. This document is the Taranaki Regional Council's submission on the Plan, enabling the Council to make amendments to its own Plan in order to deal with the issues that have arisen since the draft was prepared for consultation.

As stated within the draft Plan itself and in the covering correspondence for the targeted consultation, it is anticipated that significant changes may need to be made to the Plan even after the consultation period. Delays in the release of the *Government Policy Statement on Land Transport* (GPS) for the 2018-21 period, due to the change in Government in late 2017 bringing with it substantial changes in policy direction, mean that changes to this version will need to be made post-consultation.

Furthermore, the Plan is required to be consistent with the GPS. Much information has simply not been available to guide the interim review, meaning that Taranaki (like all other regions around the country) have been placed in the position of needing to consult on a draft document which will need to change further once more information is available from the Ministry of Transport and the NZ Transport Agency.

As noted in Section 3.3 of the Plan, the activities outlined in the programme component of the Plan are subject to change, particularly in regard to estimated costs and timings, as each organisation goes through processes refining their proposed activities – be they council Long-Term Plan development, or the 10-year *State Highway Investment Proposal* (SHIP). Both the SHIP 2018-2028 and the NZ Transport Agency's *2018 Investment Assessment Framework* (IAF) are currently being significantly revised in light of the new GPS, which is expected to mean further substantive changes to the Programme (Section 5) and Funding (Section 6) components the Plan.

Further, Section 3.5 noted two additional key guiding influences that were likely to impact on the contents of the Plan, being the regional *Tapuae Rau: Make Way for Taranaki* Action Plan (which was subsequently released on 6 April), and the national Provincial Growth Fund (PGF).

The Chief Executive therefore requests that all necessary changes to the Plan (including minor typographical and editorial changes) are made by officers to reflect the situation as it evolves prior to the next Committee meeting in June 2018, including the following:

- Updates to the activities outlined in the programme component of the Plan as advised by contributing organisations.
- Amending all affected tables, along with any other provision changes as a result of the GPS 2018 release – to the extent that the Agency’s Transport Investment Online system has been updated.

The Council does **not** wish to be heard in support of its submission.

Yours faithfully
BG Chamberlain
Chief Executive



per: M J Nield
Director Corporate Services

Jo Bielski

From: John Haylock <john@venture.org.nz>
Sent: Thursday, 19 April 2018 11:47 AM
To: Transport
Cc: Stuart Trundle; Anne Probert
Subject: RE: Feedback wanted on the Draft mid-term review of the Regional Land Transport Plan for Taranaki

Good morning Fiona

Thank you for the opportunity to contribute to the mid-term review of the Regional Land Transport Plan for Taranaki 2015-2021. We note the opportunity to speak to the Committee regarding our comments at its 13 June meeting. It is likely we will wish to do so. Can you please provide us with meeting details when they are available.

With the recent launches of the Tapuae Roa Regional Development Action Plan and the government's Provincial Growth Fund this is a timely review.

We note that the recent government announcement on the future of the energy sector has significant implications for the long term economic outlook of the region and resulting implications for transport planning.

We suggest the RLTP should investigate transformational change to our current state highway network to create intergenerational economic benefits to reflect the needs of our new low carbon economy.

Venture Taranaki supports the overall approach of the RLTP in:

- Having a sound strategic direction ("one network" approach, providing for all modes, effective and efficient road corridors, improved safety etc)
- Adequately funding roads maintenance and renewals. The forward programme has the same or increased level of funding as in recent years (pages 44 and 45 and 58 of the draft RLTP)
- Having a full programme of improving roads (e.g. the regional improvement projects listed on page 54 – SH3 Mt Messenger, sealing SH43 etc)
- Adequately funding public transport (pages 45 and 58)
- Adequately funding Road Safety Promotion (pages 45 and 58)

We also have some detailed comments and suggestions on the Plan. These are listed below.

- P8 Riverlands is mentioned on this page. This is now ANZCO Foods.
- P8 We suggest you add honey to the list of agricultural industries. This is an expanding industry and could have regulatory and roading implications in the future.
- P8-9 Forestry – The potential movement of logs via rail from out of region to Port Taranaki should be mentioned. Alternatively, this could be mentioned in the section on page 14 on the rail network.
- P9 Manufacturing – The plan notes "Taranaki has a relatively small" manufacturing base in Taranaki. We suggest "relatively small" is incorrect as Taranaki manufacturing comprises around 17% of Taranaki's total employment base and 11% of our regional GDP. The percentage of people we have employed in manufacturing (as a percentage of total employment) is the second highest in the nation. More than half work in food manufacturing which is again one of the highest percentages in the country. Taranaki actually has a relatively strong manufacturing base.
- P9 – We suggest that the Oil and Gas heading be changed to "Energy" . While oil and gas is still significant there are other forms of energy in the region which are likely to increase in importance e.g. the proposed Waverley wind farm. Renewables and new energy technologies are evolving areas of interest.

- P10 Tourism – One of the issues we would like to see mentioned in the RLTP are the regular congestion and safety issues at North Egmont and other National Park road ends. The funding for Taranaki Crossing and upgrade of the North Egmont Visitor Centre will only add to these problems. A strategy is needed around parking and transportation services (possibly shuttles). There is funding for some of this work in the recent Taranaki Crossing funding announcement and there is potential for some action on these matters in the next three year period.
- P12 Freight movements – We suggest there should be a comment on the loss of container shipping via Port Taranaki and the implications for increased rail and road movements of containers.
- P16 Passenger transport services – The transport issues around transport to and from Egmont National Park could also be mentioned here. There is intermittent but occasionally significant demand for passenger transport – possibly a shuttle service allied with a park and ride facility. Such an intermittent service would be difficult for a commercial party to establish without some form of public support.
- P17 Walking and Cycling – there is growing interest in some form of round the mountain cycle route. We understand submissions on this opportunity are being made to the TRC LTP. This could be mentioned here. It is briefly mentioned on p52.
- P19 This section highlights the State Highway 3 linkages with Waikato. We suggest this section should also specifically mention SH3 as the route to and from Auckland and the Bay of Plenty. This would be consistent with P20 which specifically mentions SH3 as the link south to Wellington and not just to Manawatu-Whanganui.
- P20 Cross regional boundary issues – the funding for the SH43 Business Case announced at the Tapuae Roa Launch should be mentioned here.
- P20 This page mentions the Blue Highway investigations and resilience. We note that resilience is highlighted in the draft Government Policy Statement. This linkage with the GPS could be mentioned here
- P22-23 The Draft GPS has now been released. This section could be updated to reflect this.
- P25 As the Regional Development Agency for Taranaki we suggest that Venture Taranaki be defined as a Plan Partner in the RLTP. The Trust makes a considerable contribution to regional infrastructure strategies and plans.
- P29 The section on the Provincial Growth Fund could be updated now that details have been released. The Fund is a potential and significant new funding source for infrastructure in the region. The funding for the SH43 Business Case is proof of that. The PGF is also being used to provide funding for the development of H2 Taranaki which has the goal of developing hydrogen as an emissions free fuel with particular application to public transport and heavy transport.
- P32 Mentions oil and gas industry over 30 years. This comment may need consideration after withdrawal of offshore block offers and the indication of only a 3 year commitment in Taranaki for onshore block offers. This section could be extended to mention these pressures and the potential for impacts on the economy from the Paris Accord and the desire to reduce greenhouse gases.
- P38 We note that the Provincial Growth Fund is supporting both the development of H2 Taranaki and a Business Case for a New Energy Development Centre. The region is likely to become a hub for development and testing of clean energy technologies in the transport system. This could be added in here.
- P41 mentions a policy to “Encourage development of infrastructure and technology that promotes the use of alternative vehicle types (eg electric vehicles).” We suggest this should clearly state – “battery or fuel cell electric vehicles” rather than just electric vehicles as most people think of “electric vehicles” as being

battery powered rather than also including fuel cell. Specifically mentioning fuel cell vehicles links with the H2 Taranaki initiative supported via the Provincial Growth Fund. A link could be also made with p 18-19 of the GPS where environmental impact is highlighted.

- P47 It is good to see the Waitara to Bell Block improvements here. Airport Drive improvements are specifically mentioned in Tapuae Roa
- P49 Likewise it is good to see the SH43 sealing and safety improvements mentioned. These are also mentioned in Tapuae Roa
- P50 We suggest that the potential for mountain shuttle services and associated park and drive facilities should be mentioned as an activity for future consideration.
- P50 And it is good to see Port Taranaki improvements mentioned here. These are also mentioned in Tapuae Roa
- P51 We note this mentions Electric Vehicle Infrastructure – this specifically mentions charging stations. The Plan should also consider hydrogen refuelling infrastructure. This relates to the H2 Taranaki project in Tapuae Roa. Battery power is likely to have a future with passenger vehicles but fuel cell power appears better suited for heavy vehicles and buses.
- P51 The long term retention of the rail line is mentioned. This page could mention the Kiwirail business case re log movements to Port Taranaki
- P55 the potential for funding projects via PGF should be mentioned.

Regards

John Haylock
General Manager Innovation and Strategic Projects
Venture Taranaki Trust

9 Robe Street | PO Box 670 | New Plymouth 4340
T: (06) 759 5150 | DDI: (06) 759 5156 | M: 021 531 126
E: john@venture.org.nz | W: www.taranaki.info

Taranaki – Lonely Planet's #2 best region in the world to visit in 2017



From: Transport <transport@trc.govt.nz>

Date: 26 March 2018 at 15:47:43 NZDT

To: "Sven Hanne (SDC)" <shanne@stratford.govt.nz>, "craig.stevenson@npdc.govt.nz"

Taranaki Regional Land Transport Plan

NPDC Submission

Cook Street to Banks Street Connector Road

1.0 Executive Summary

It is proposed that the Cook Street to Banks Street connector road project is added to the RLTP. This project will upgrade the existing pedestrian walkway between Cook Street and Banks Street into a bi-directional vehicular road (and footpath) in order to improve accessibility, safety and travel options within this growing neighbourhood.

2.0 Project Summary

- New local road approximately 120m long.
- Cost estimated at \$580,000.
- Project commencement programmed for approximately 2021-2023.
- Requires the removal of one unoccupied duplex unit on Banks Street.

3.0 Project Benefits

- Better connectivity between Cook St and Bank St.
- Encourages more walking, cycling and access to the Cook St bus stop.
- Ameliorates an existing unsafe pedestrian route.
- Supports future residential development on Banks St.
- Creates an alternative vehicular access to Bank St.



4.0 Relevant RLTP Issues, Objectives and Policies

4.1 This project will aid in the achievement of the following RLTP Objectives:

4. A people focused, multi modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.
5. A land transport system that is robust, responsive to changing needs and resilient to external influences.

6. An energy efficient and environmentally sustainable land transport system.

4.2 This project will aid in the achievement of the following RLTP Policies:

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.

A3 Ensure a range of travel options are available to the region's residents.

E1 Ensure transport efficiencies, promote alternative modes and manage transport demand.

4.3 Commentary

The existing road layout in this neighbourhood contributes to the public realm being an unappealing and sometimes hostile environment for those not travelling in cars. The proposed road is likely to increase active transport and connectivity while making the neighbourhood a safer place to walk, ride and recreate. The proposed road will enhance access to the adjoining Cook Street Reserve which will have a positive impact on local character and sense of place for existing and future residents.

5.0 Background

5.1 The Marfell Masterplan 2010

This Masterplan was developed in partnership between Housing New Zealand Corporation and the New Plymouth District Council to create a 'warm, safe and healthy' community.

The Masterplan identifies the following street related objectives:

- Improve pedestrian safety e.g. lighting.
- Calm traffic and encourage cycling and walking.
- Provide community amenities on street e.g. seating, signage, lighting.
- Connect street network to improve permeability (build new streets).

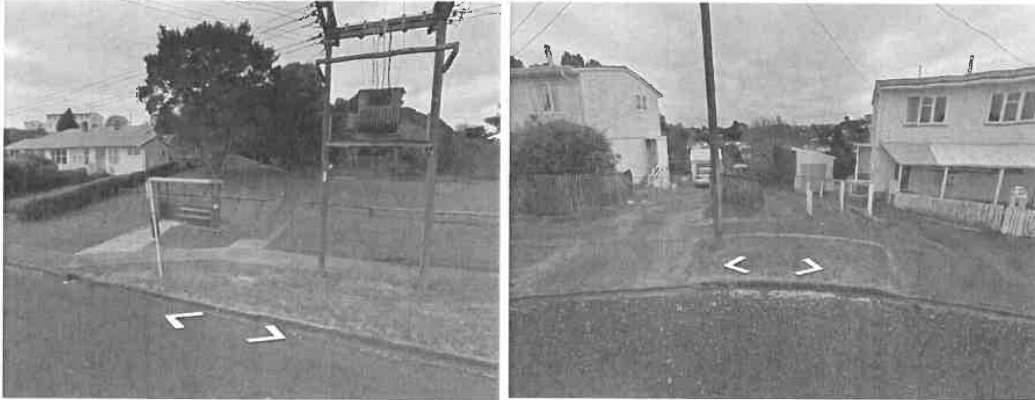
The Masterplan also identifies the following principle:

5.2 Community connections

- Improve permeability and safety by establishing new vehicle and pedestrian/cycle links to create a connected network of streets and open spaces.
- Neighbourhood legibility will be improved by a new network of streets, spaces and paths that connect residential areas with community amenities.

5.2 Existing pathway

There is a pedestrian pathway in the location of the proposed road. The pathway is steep and poorly lit. It is envisaged that the proposed road would improve permeability across all transportation mode types.

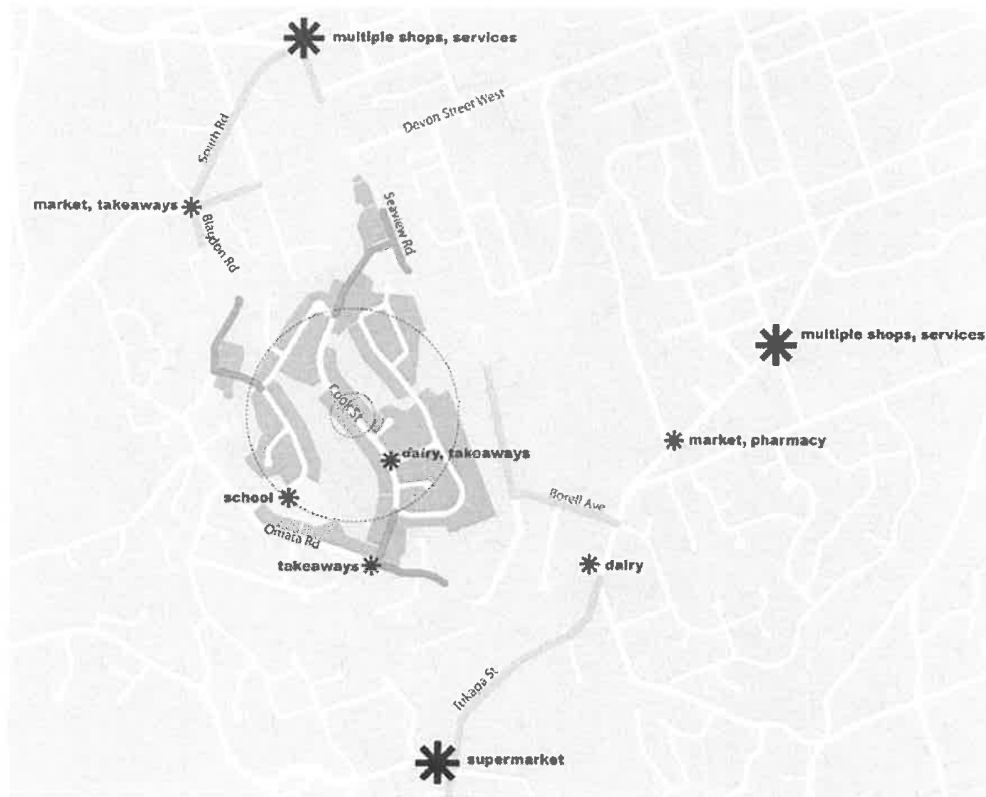


Appendix 1
Marfell Masterplan - Concept Masterplan



3.9 PEDESTRIAN MOBILITY

The walking distances from local destinations and bus stops toward the Marfell study area are shown on the map below. Marfell is disconnected from these facilities because it lies outside a comfortable walking distance range for most people. Walking distances within the Marfell area are also lengthened by the lack of street connections through large blocks.



19 April 2018

Transport Plan Consultation
Taranaki Regional Council
Emailed to: transport@trc.govt.nz

File ref: TTP 0201
LMS:EBG



Private Bag 11025
Manawatu Mail Centre
Palmerston North 4442

P 06 952 2800
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www.horizons.govt.nz

Dear Sir / Madam

DRAFT REGIONAL LAND TRANSPORT PLAN 2015/16-2020/21 – AS REVISED BY MID-TERM REVIEW FOR THE 2018/19 – 2020/21 PERIOD

Thank you for the opportunity to consider and provide feedback on the Draft Taranaki Regional Land Transport Plan 2015-2025 as revised by the mid-term review for the 2018/19 – 2020/21 period.

This submission has been made on behalf of the Horizons Regional Transport Committee (the Committee). Due to the time constraints the submission has yet to be formally endorsed by the committee.

We would like to thank the Taranaki Regional Council staff for their willingness to work with us during the preparation of our draft Plan, particularly with confirming the inter-regional activities of significance between our regions.

The Committee supports the vision of the Plan for “A safe, effective and efficient land transport network, integrated across the whole of the transport system which enables Taranaki to thrive and to lead a sustainably prosperous New Zealand”. In particular, we support the concept of integration across the whole of the transport system and ensuring inter-regional connections are safe, resilient and efficient. Transport priorities, objectives and policies relating to effective and efficient strategic road and rail corridors and the removing constraints on inter-regional corridors is notably supported.

The Committee agrees with the identified cross-boundary issues including State Highway 3 south of Taranaki, the East-West Transport multimodal Corridor, sealing a section of the Tangarakau Gorge (State Highway 43), and Route 40 as a local road alternative in the event State Highway 3 is closed.

Notably, projects listed in the Taranaki programme of relevance to the Horizons region and supported include the SH3 Hawera to Whanganui Safety Improvements, SH43 Stratford to Taumarunui Safety Improvements and sealing improvements, and the widening/replacement/realignment of all constraining bridges on state highways (particularly on SH 3 south). Improvement of the safety, resilience and efficiency of these corridors will enable a smooth transition between our Regions and unlock potential economic growth in the form of freight movements and tourism opportunities.

Thank you for the opportunity to provide feedback. We do not wish to speak in support of this feedback but are happy to provide clarification on any of the points raised if required.

Kaitiaki

Manitū

Palmerston North

Tairāpiti

Taumarunui

Wanganui

Whangārei



Please don't hesitate to contact Leana Shirley on (06) 9522 956 or Leana.Shirley@horizons.govt.nz should you wish to discuss this further.

Yours sincerely

A handwritten signature in black ink, appearing to read "B. Gordon".

Bruce Gordon
CHAIR
HORIZONS REGIONAL TRANSPORT COMMITTEE

File No: 21 20 84C
Document No: 12029561
Enquiries to: Bill McMaster

9 April 2018

Taranaki Regional Council
Private Bag 713
Stratford

Dear Regional Transport Team

Submission from the Waikato Regional Transport Committee on the Draft Regional Land Transport Plan for Taranaki as revised by the mid-term 2018 review

The Waikato Regional Transport Committee (Waikato RTC) thanks the Taranaki Regional Council for the opportunity to make a submission on the Draft Regional Land Transport Plan for Taranaki as revised by the mid-term 2018 review.

The Waikato RTC makes the following submission in support of our shared inter-regional priorities for the State Highway 3 (SH3) corridor and to reinforce the alignment of our two regional land transport plans.

Our submission is presented in two parts: high level comments are provided below with detailed submission points contained in the following table, noting our support for specific sections of your draft plan.

High level comments

Waikato Regional Council and the Waikato Regional Transport Committee value the partnership approach, through the SH3 Working Party, to protect the safety, efficiency and resilience of SH3, which is of strategic importance to both the Waikato and Taranaki regions.

The Waikato RTC both acknowledges and appreciates Taranaki's on-going commitment in the draft plan to prioritising that part of the SH3 corridor that lies within the Waikato region, noting the specific strategic importance for the Taranaki region of maintaining access to northern markets and ports, providing key tourism linkages, and for providing access to important health and social services that lie in the Waikato region.

Successful advocacy from the SH3 Working Group has resulted in significant improvement works proposed and currently being undertaken on the SH3 Awakino Gorge to Mount Messenger corridor under a programme of activities funded under the Accelerated Regional Roding Package. The Waikato RTC supports this ongoing work but also acknowledges the continued importance of the SH3 Working Group in advocating for further work on this strategic inter-regional corridor to ensure its' safety and resilience. The Waikato draft RLTP does identify new resilience and safety activities for SH3, albeit we are awaiting the revised State Highway Investment Proposal 2018 to confirm the regional programme (including the Awakino and Mt Messenger Tunnel Bypass projects).

Given the strategic importance of our shared inter-regional corridor, it is pleasing to see both draft plans aligning in terms of their overall policy frameworks and key priorities, both regionally and inter-regionally. Particular areas of alignment include policies and priorities around strategic inter-regional corridors (SH3), resilience and road safety.

Detailed submission points of support for your draft RLTP are outlined in Table 1 below.

Conclusion

Thank you again for the opportunity to submit on your draft mid-term review of the 2015/16 to 2020/21 Taranaki Regional Land Transport Plan. We look forward to continuing to work with the Taranaki region and Taranaki RTC on inter-regional transport issues.

We **do not** wish to be heard in support of this submission.

Yours faithfully

Councillor Hugh Vercoe
Chair Waikato Regional Transport Committee

Table 1: Detailed submission points on draft Taranaki Regional Land Transport Plan

Part of plan	Support	Comments
Section 2.6 The land transport network	✓	Support KiwiRail’s proposal to maintain the rail network in Taranaki to its current level of service over the life of the plan.
Section 2.8 Key journeys including cross-boundary matters	✓	<p>Support identification of SH3 as a key strategic cross-boundary corridor and specifically support the priority of this corridor as <i>“the priority inter-regional issue for the Taranaki region”</i> in terms of <i>“future route efficiency, safety and reliability of SH3 travelling north over Mount Messenger, through the Awakino Gorge to Te Kuiti, Hamilton and beyond”</i>. We particularly acknowledge the strategic importance of this part of SH3 to the Taranaki region, which is located largely in the Waikato region.</p> <p>Support the ongoing work of the SH3 Working Party and progression of the SH3 Awakino Gorge to Mount Messenger Programme under the Accelerated Regional Rooding Package.</p>
Section 4.4 Land transport objectives, policies and measures	✓	<p>Support:</p> <p>Issue/challenge 1: Ensuring a regionally and nationally integrated transport network (particularly whole of network approach; wider spatial scale).</p> <p>Issue/challenge 2: Facilitating growth and economic development (policy on effective and efficient strategic road and rail corridors, particularly between inter-regional ports; ensuring current and future reliability of the rail network to accommodate anticipated growth in freight movements; recognition of road and rail network constraints on vital inter-regional corridors; and improving inter-regional reliability and route security on SH3 north of New Plymouth in particular).</p> <p>Issue/challenge 3: Reducing the safety risk on Taranaki’s transport network (support policies and measures to improve road safety in the Taranaki region, noting the Government’s priority in this area and the importance of working together inter-regionally on road safety issues).</p> <p>Issue/challenge 4: Maintaining and improving accessibility and travel options throughout the region (recognising the importance of SH3 in providing access to inter-regional health and social services).</p>

		Issue/challenge 5: Ensuring network resilience and responsiveness (acknowledging our shared resilience issues with SH3).
Section 4.5 Statement of regional transport priorities	✓	Support Taranaki’s regional transport priorities relating to resilience, safety, and infrastructure improvements on state highways and strategic corridors that improve safety, security and reliability.
Section 5.5 Activities included for future consideration	✓	Support advocacy for SH3 North corridor improvements from Waitara through to Hamilton to be included for future funding consideration, particularly under the Regional Improvements Activity Class. We acknowledge that curve alignments through the Awakino Gorge area remain a priority for Taranaki region despite being in the Waikato region. Waikato’s draft RLTP has identified some safety and resilience activities on SH3 in the regional programme, as noted under high-level comments in this submission. Support commencement of Taranaki Lifelines Vulnerability Study.
Section 5.6 and 5.8 Approved activities not yet complete & Accelerated Regional Rooding Package	✓	Support for committed SH3 Awakino Gorge to Mount Messenger Programme.
Section 5.10 Activities of inter-regional significance	✓	Support the SH3 Awakino Gorge to Mount Messenger Corridor Improvements projects as a mutual activity of inter-regional significance to Taranaki and the Waikato regions. The Waikato region has also identified “inter-regional planning activities that consider resilience, safety, route security and reliability outcomes and support appropriate related transport investment responses” as significant inter-regional activities.



Taranaki AA Council's Submission to the Regional Land Transport Plan for Taranaki 2015-2021

The Taranaki AA Council (the AA) thanks the Taranaki Regional Council (the TRC) for the opportunity to make a submission on the draft Regional Land Transport Plan for Taranaki (the RLTP).

Like all of the stakeholder groups the AA wants our roads to be as safe as possible while also allowing people and goods to travel quickly and effectively. The AA consider the draft RLTP outlines a sound strategic direction towards achieving these aims ("a one network" approach, providing for all modes, effective and efficient corridors, improved safety etc). It is particularly pleasing to note that increased growth in public transport service (4.2), increased emphasis on alternative modes(4.2) and reducing the safety risk on Taranaki's transport network are highlighted as aims.

In recent years, the AA has registered a growing concern regarding the maintenance of the roads within the province. It is pleasing to see that the forward maintenance programme has the same or increased level of funding as in recent years (pg 44,45 and 58).It is to be hoped that this will be reflected in higher levels of maintenance service in the years ahead.

Safe passing and improvements to regional roads are current national priorities for the AA and the full programme for improving roads as listed on Pg 54 has our support as an organisation.

Road safety is of particular concern to the AA and the funding of Road Safety Promotion (pgs 45 and 58) appears to be adequate.

As an organisation with over 28 000 personal members in Taranaki the New Zealand Automobile Association is the country's leading advocate for motorists and their interests. Consequently the AA is concerned with peoples' access to mobility. AA policy states that restricting peoples' ability to travel freely has serious social and economic consequences. Improved public transport services

are an essential component in the planning of roading systems and private transport cannot be considered in isolation - it must be developed in conjunction with an efficient public transport service

As outlined in the RLTP, accessibility is a very serious problem for many low socio-economic groups particularly in South Taranaki. As far back as 2006/07 the National Land Transport Plan identified access and mobility as a growing issue for the smaller isolated rural communities in Taranaki. The problem is likely to have worsened, given the economic conditions in recent years. The Taranaki AA Council sees the needs of the transport disadvantaged as a priority issue and looks forward to more progress being made under the 2015/2021 Regional Land Transport Plan. Section 5 of the RLTP Regional Programme of Activities includes a large budgeted increase for public transport from \$ 2 533 542 in 2016/17 to \$ 3 332 458 in 2018/19 of \$ 798 916 or almost 32%. There does not appear to be any firm indication in the plan as to the reasons for such an increase. The AA looks forward to the extra funds being used to improve services in parts of the province where accessibility to mobility remains a serious problem, as stated in the Taranaki RLTP Policy Framework Summary pg 41, Issue 4, Ref. Policies A1 and A3. The AA considers improvement of existing services to be a higher priority than projects such as the New Plymouth Public Transport "Hub" listed under 5.5 Activities for future consideration.

The introduction of the Connector bus service in 2014 (after prolonged lobbying by the Stratford District Council and the AA) has been a great step forward in improving the Taranaki-wide public transport service. It is pleasing to learn that the plan includes permanent funding of the service. The AA agrees with the statement in the RLTP that the route along SH3 provides a vital connection between North and South Taranaki. However much still needs to be done. The lack of a daily service from Waverley to Hawera is now the obvious gap in the system and needs to be addressed. That residents of these communities on SH3 do not have a public transport bus service to access educational opportunities and medical services in New Plymouth is a very regrettable state of affairs and reflects badly on the controlling authority.

Currently, transport disadvantaged residents from the Patea/ Waverley area are still forced to rely on private cars, an informal "standby" system or hitch

hiking. A private operator recently began operating a van as a taxi service in the Patea area and it is not known whether this service receives a subsidy from the TRC.

Accessibility problems have recently been exacerbated by the withdrawal of a total mobility private operator and the service does not appear to be operating in South Taranaki. The level of subsidy for this service needs to be substantially increased to ensure the viability of any future service.

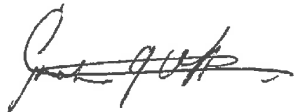
With the emphasis on economic development and tourism outlined in the plan, it is disappointing to not read of more planned public transport initiatives servicing Mt Taranaki and New Plymouth Airport. This need has become more noticeable of late with the increased number of backpackers visiting the region. AA members report giving rides to backpackers stranded at the airport especially on weekends. Not an ideal introduction to Taranaki.

Given the 15% weighting that limited transport options received in the investment logic map exercise carried out prior to the development of the RLTP, the lack of planned initiatives in this area is disappointing and needs to be reconsidered.

While the overall Land Transport Objectives are appropriate, it is disappointing to note that in some cases the stated aims are not operationalised in the sections of the plan which detail intended actions. For example, the Statement of Regional Transport Priorities has little emphasis on safety, public transport and other modes. The AA recognises that the RLTP is not a programme of work, but the actions planned need to support the objectives and be measurable.

The AA contends that there is a need to expand the scope of the RLTP to all significant commuting, recreational and tourism on road cycling routes – not just in the urban areas. While separated cycle paths, whether within the road reserve or off road, are desirable, they are not always achievable or warranted by usage. As a result there are cycling concerns on certain heavy traffic routes, sections of state highways and some rural roads which traditionally have high commuter or recreational cyclist usage.

There is a need for RCAs to identify and survey their commuting, recreational and tourist cycling routes and to prioritise how their safe sharing needs should be met, with reference to their physical/topographical features, importance, degree of use etc. It is suggested that this information be made publicly available and appended to the next RLTP. The AA has recent survey data which could help in this process.

A handwritten signature in black ink, appearing to read 'Graham O'Brien', with a long horizontal flourish extending to the right.

Graham O'Brien
Chairperson Taranaki AA Council
18.4.18

Jo Bielski

From: Quin Amoore
Sent: Monday, 23 April 2018 12:13 PM
To: Fiona Ritson
Cc: Graeme Lindup - CAN member (graeme@can.org.nz); 'Amoore'
Subject: Submission on Regional Land Transport Plan - North Taranaki Cycle Advocates

Hi Fiona,

Thank you for including North Taranaki Cycle Advocates (NTCA) in the recent targeted consultation around the interim review of the Regional Land Transport Plan.

NTCA would like commend all of those involved in the review process for putting their energy into a joined-up, strategic plan to improve and maintain the functionality and safety of our regional road network. We note the current interim review goes only so-far in reviewing the plan, and look forward to more active involvement in a future full review of the plan.

We are pleased to see commitment to addressing a range of matters relating to cycling, and an acknowledgement in the plan that roads and other transport infrastructure are shared by a range of users, including but not limited to pedestrians, cyclists, motorists.

Of particular note NTCA are pleased to see the following provided for in the plan;

- road safety design improvements (we encourage all roading authorities to proactively include planning for cyclists in all urban and rural roading upgrades, and during new road developments).
- walking and cycling commuter initiatives, including specific acknowledgement of children, perhaps our most vulnerable cycling road users and the significance of school locations,
- education and information to help improve road user behaviours,
- the eastern 'Forgotten Highway' identified as a cycle way of regional significance
- local walking and cycling path maintenance and developments and
- agencies working together on new initiatives, such as north south or round mountain cycle route(s).

Regards

Quin Amoore

North Taranaki Cycle Advocates

Mid-term (2018) review of the
Regional Land Transport Plan for Taranaki
2015/16 – 2020/21

Summary of Submissions and Recommendations



23 May 2018
Word doc # 2034909-v1
PDF doc # 2062763v2

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Abbreviations used:

GPS Government Policy Statement on Land Transport
 MNPL Marton – New Plymouth (railway) Line
 NPDC New Plymouth District Council
 RCA Road Controlling Authority
 RLTP Regional Land Transport Plan for Taranaki
 RMA Resource Management Act 1991
 RPTP Regional Public Transport Plan for Taranaki

RTC Regional Transport Committee
 RWCS Regional Walkways and Cycleways Strategy for Taranaki
 SDC Stratford District Council
 SH State Highway
 SOL Stratford – Okahukura (railway) Line
 STDC South Taranaki District Council

1. Submitter: South Taranaki District Council	Officers' Recommendations
<p>Request for changes to Programmed activities Following the Council workshop deliberation and allocating further funds to be included in the long term plan for pathway projects, therefore I submit the following amendments to the RLTP for South Taranaki District Council.</p> <p>In the Low Cost Low Improvement work category: \$700,000 for 2018/19 \$650,000 for 2019/20 \$550,000 for 2020/21.</p> <p>Also following the GPS announcement that footpath maintenance would be funded, therefore we also wish to add the following funding request for footpath: \$500,000 for 2018/19 \$500,000 for 2019/20 \$500,000 for 2020/21</p>	<p>Noted and agreed.</p> <p>Recommendation – Amend the Regional Land Transport Programme for Taranaki (RLTP) to reflect the requested changes in South Taranaki District Council's proposed works programme by updating <i>Table 3: Proposed 'business as usual activities in the Taranaki region</i> further to information extracted from Transport Investment Online (as inputted by STDC officers).</p>
<p>Further changes likely if FAR changes announced We would also likely to increase our funding request for maintenance and renewal depending on the confirmation of GPS and decision about the request for a higher financial assistance rate.</p>	<p>Noted and agreed.</p> <p>Recommendation – Amend the RLTP to reflect the requested changes further to information extracted from Transport Investment Online (as inputted by STDC officers).</p>
2. Submitter: Taranaki Regional Council	Officers' Recommendations
<p>The Council is currently undertaking targeted consultation on its draft mid-term review of the Regional Land Transport Plan for Taranaki 2015-2021 (the Plan). The consideration of submissions enables the Council to make amendments to the Plan. This document is the Taranaki Regional Council's submission on the Plan, enabling the Council to make</p>	<p>Background comments noted.</p> <p>Recommendation – No change.</p>

<p>amendments to its own Plan in order to deal with the issues that have arisen since the draft was prepared for consultation.</p>	
<p>As stated within the draft Plan itself and in the covering correspondence for the targeted consultation, it is anticipated that significant changes may need to be made to the Plan even after the consultation period. Delays in the release of the <i>Government Policy Statement on Land Transport</i> (GPS) for the 2018-21 period, due to the change in Government in late 2017 bringing with it substantial changes in policy direction, mean that changes to this version will need to be made post-consultation.</p> <p>Furthermore, the Plan is required to be consistent with the GPS. Much information has simply not been available to guide the interim review, meaning that Taranaki (like all other regions around the country) have been placed in the position of needing to consult on a draft document which will need to change further once more information is available from the Ministry of Transport and the NZ Transport Agency.</p>	<p>Suggestions noted and agreed. Similar suggestions were raised in the submission made by Venture Taranaki. Therefore please refer to recommendations made in response to Venture Taranaki's submission points on this matter.</p> <p>Recommendation – That Section 3.3 is amended as suggested by Venture Taranaki's submission points raised.</p>
<p>As noted in Section 3.3 of the Plan, the activities outlined in the programme component of the Plan are subject to change, particularly in regard to estimated costs and timings, as each organisation goes through processes refining their proposed activities — be they council Long-Term Plan development, or the 10-year State Highway Investment Proposal (SHIP). Both the SHIP 2018-2028 and the NZ Transport Agency's 2018 Investment Assessment Framework (IAF) are currently being significantly revised in light of the new GPS, which is expected to mean further substantive changes to the Programme (Section 5) and Funding (Section 6) components the Plan.</p>	<p>Comments noted and agreed. Similar suggestions were raised in the submission made by Venture Taranaki. Therefore please refer to recommendations made in response to Venture Taranaki's submission points on this matter.</p> <p>Recommendation – That Section 3.3 is amended as suggested by Venture Taranaki's submission points raised.</p>
<p>Further, Section 3.5 noted two additional key guiding influences that were likely to impact on the contents of the Plan, being the regional <i>Tapuae Roa: Make Way for Taranaki Action Plan</i> (which was subsequently released on 6 April), and the national Provincial Growth Fund (PGF).</p>	<p>Suggestions noted and agreed. Please refer to recommendations made in response to Venture Taranaki's submission points on this matter.</p> <p>Recommendation – That Section 3.5 is amended as suggested by Venture Taranaki's submission points raised.</p>
<p>The Chief Executive therefore requests that all necessary changes to the Plan (including minor typographical and editorial changes) are made by officers to reflect the situation as it evolves prior to the next Committee meeting in June 2018, including the following:</p>	<p>Comments and request noted. Further to the publication of the revised <i>Draft Government Policy Statement on Land Transport 2018</i> and <i>Draft Investment Assessment Framework for the 2018-21 NTLP</i>, each of Taranaki's Approved Organisations have been required to update their projected expenditure within NZ Transport Agency's Transport Investment</p>

<ul style="list-style-type: none"> • Updates to the activities outlined in the programme component of the Plan as advised by contributing organisations. • Amending all affected tables, along with any other provision changes as a result of the GPS 2018 release – to the extent that the Agency’s Transport Investment Online system has been updated. 	<p>Online (TIO) database. This updated information has then been extracted, resulting in changes required to several tables within the RLTP.</p> <p>Recommendation – Amend the RLTP to reflect the requested changes in Approved Organisation’s proposed works programme by updating:</p> <ul style="list-style-type: none"> • Table 4: Regionally significant activities proposed for funding from the National Land Transport Fund in the 2018-2021 period • Table 5: Regionally significant activities proposed for funding from the National Land Transport Fund outside of the 2018-2021 period • Table 6: Activities for future consideration • Table 7: 10-year forecast summary of anticipated regional expenditure by year • Table 8: 10-year forecast summary of anticipated regional expenditure and funding sources <p>Each of these changes have been ‘tracked’ for the consideration of the Committee.</p>
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3. Submitter: Venture Taranaki Trust	Officers’ Recommendations
<p>With the recent launches of the Tapuae Roa Regional Development Action Plan and the government’s Provincial Growth Fund this is a timely review.</p> <p>We note that the recent government announcement on the future of the energy sector has significant implications for the long term economic outlook of the region and resulting implications for transport planning.</p>	<p>Comments noted.</p> <p>Recommendation – No change.</p>
<p>We suggest the RTLP should investigate transformational change to our current state highway network to create intergenerational economic benefits to reflect the needs of our new low carbon economy.</p>	<p>Comments noted and agreed. The recent publication of the revised <i>Government Policy Statement on Land Transport</i> has highlighted the governments change in direction towards a more mode neutral land transport system. With this change, there has been a shift away from a</p>

	<p>focus historically on the land transport system being an enabler of economic growth (largely through improved road corridors), towards a broader focus on being an enabler of access and improved liveability (including a move towards increasing use of public transport, rail, and active modes).</p> <p>Due to the tight timeframes associated with the publication of the revised GPS and finalisation of this RLTP review process, further work will be undertaken in analysing the full meaning of this new government policy statement during the next RLTP review process (including the impact this new policy direction could have on reflecting the needs of a new low carbon economy).</p> <p>Recommendation – No change.</p>
<p>Venture Taranaki supports the overall approach of the RLTP in:</p> <ul style="list-style-type: none"> • Having a sound strategic direction (“one network” approach, providing for all modes, effective and efficient road corridors, improved safety etc) • Adequately funding roads maintenance and renewals. The forward programme has the same or increased level of funding as in recent years (pages 44 and 45 and 58 of the draft RLTP) • Having a full programme of improving roads (e.g. the regional improvement projects listed on page 54 – SH3 Mt Messenger, sealing SH43 etc) • Adequately funding public transport (pages 45 and 58) • Adequately funding Road Safety Promotion (pages 45 and 58). 	<p>Support noted.</p> <p>Recommendation – No change.</p>
<p>We also have some detailed comments and suggestions on the Plan. These are listed below.</p> <ul style="list-style-type: none"> • P8: Riverlands is mentioned on this page. This is now ANZCO Foods. 	<p>Suggestion noted and agreed.</p> <p>Recommendation – That the second bullet point on Page 8 is amended to read: <i>The largest meat processing works are located at Eltham (Riverlands-Eltham Ltd ANZCO Foods), ...</i></p>

<ul style="list-style-type: none"> • P8: We suggest you add honey to the list of agricultural industries. This is an expanding industry and could have regulatory and roading implications in the future. 	<p>Suggestion noted and agreed.</p> <p>Recommendation – That an additional bullet point be added to the list of major agricultural industries in Taranaki on Page 8 which reads:</p> <ul style="list-style-type: none"> • <i>Taranaki has an expanding honey industry, primarily located in the eastern hill country. Movements of raw honey to and from processing facilities has an impact on the land transport network.</i>
<ul style="list-style-type: none"> • P8-9 Forestry – The potential movement of logs via rail from out of region to Port Taranaki should be mentioned. Alternatively, this could be mentioned in the section on page 14 on the rail network. 	<p>Suggestion noted and agreed.</p> <p>Recommendation – That an additional sentence is added to the section on Forestry (Page 9) which reads: <i>The potential movement of logs via rail from out of the region to Port Taranaki remains a possibility for the future.</i></p>
<ul style="list-style-type: none"> • P9 – We suggest that the Oil and Gas heading be changed to “Energy”. While oil and gas is still significant there are other forms of energy in the region which are likely to increase in importance e.g. the proposed Waverley wind farm. Renewables and new energy technologies are evolving areas of interest. 	<p>Suggestion noted and agreed.</p> <p>Recommendation – That the heading ‘Oil and gas’ on Page 9 be changed to ‘Energy’. Also that a new sentence be added to this section which reads: <i>Other forms of renewable energy (such as wind) and new energy technologies are also evolving areas of interest within the region.</i></p>
<ul style="list-style-type: none"> • P9 Manufacturing – The plan notes “Taranaki has a relatively small” manufacturing base in Taranaki. We suggest “relatively small” is incorrect as Taranaki manufacturing comprises around 17% of Taranaki’s total employment base and 11% of our regional GDP. The percentage of people we have employed in manufacturing (as a percentage of total employment) is the second highest in the nation. More than half work in food manufacturing which is again one of the highest percentages in the country. Taranaki actually has a relatively strong manufacturing base. 	<p>Suggestion noted and agreed.</p> <p>Recommendation – That the section on Manufacturing (Page 9) is amended to read: <i>Taranaki has a relatively small but distinctive manufacturing base, <u>with</u> The region has also developed a national and international reputation for its expertise in food processing, particularly of dairy products and specialty dough production. <u>The percentage of people employed in manufacturing (as a percentage of total employment) is the second highest in the nation, with more than half working in food manufacturing.</u> Further, the special servicing needs of the dairy and petrochemical sectors (and to a lesser extent the meat, energy, industrial, chemical and timber</i></p>

	<p><i>processing sectors) have contributed to the development of both heavy and light engineering industries.</i></p>
<ul style="list-style-type: none"> • P10 Tourism – One of the issues we would like to see mentioned in the RLTP are the regular congestion and safety issues at North Egmont and other National Park road ends. The funding for Taranaki Crossing and upgrade of the North Egmont Visitor Centre will only add to these problems. A strategy is needed around parking and transportation services (possibly shuttles). There is funding for some of this work in the recent Taranaki Crossing funding announcement and there is potential for some action on these matters in the next three year period. 	<p>Suggestion noted and agreed.</p> <p>Recommendation – That the first paragraph under the heading ‘Tourism and events’ (Page 10) is amended to read: <i>... The region’s mountain, coast, surf, forests, gardens and parks are attracting growing numbers of visitors, with resulting impacts on our land transport infrastructure (for example congestion and safety issues at North Egmont and other National Park road ends).</i></p>
<ul style="list-style-type: none"> • P12 Freight movements – We suggest there should be a comment on the loss of container shipping via Port Taranaki and the implications for increased rail and road movements of containers. 	<p>Suggestion noted and agreed.</p> <p>Recommendation – That a new sentence is added under the heading ‘Freight movements’ (Page 12) which reads: <i>... with rail and coastal shipping also playing a role in moving freight within and into/out of the region. With the loss of container shipping via Port Taranaki, there is also the potential for increased rail and road movements of containers. Short intra-regional freight trips ...</i></p>
<ul style="list-style-type: none"> • P16 Passenger transport services – The transport issues around transport to and from Egmont National Park could also be mentioned here. There is intermittent but occasionally significant demand for passenger transport – possibly a shuttle service allied with a park and ride facility. Such an intermittent service would be difficult for a commercial party to establish without some form of public support. 	<p>Suggestion noted. Specific suggestions made with respect to new potential passenger transport services within the region should be made as a submission on the <i>Regional Public Transport Plan for Taranaki</i>, which is programmed for an interim review in 2018/19 and a network wide review in 2019/20.</p> <p>Recommendation – No change.</p>
<ul style="list-style-type: none"> • P17 Walking and Cycling – there is growing interest in some form of round the mountain cycle route. We understand submissions on this opportunity are being made to the TRC LTP. This could be mentioned here. It is briefly mentioned on P52. 	<p>Suggestion noted and agreed.</p> <p>Recommendation – That a new paragraph is added under the heading ‘Walking and cycling’ (Page 17) which reads : <i>Other walking and cycling initiatives (such as a ‘round the mountain’ cycle route) are also being considered as a means of encouraging an increased uptake of these alternative forms of transport, as well as encouraging more tourism/recreational opportunities.</i></p>

<ul style="list-style-type: none"> • P19 This section highlights the State Highway 3 linkages with Waikato. We suggest this section should also specifically mention SH3 as the route to and from Auckland and the Bay of Plenty. This would be consistent with P20 which specifically mentions SH3 as the link south to Wellington and not just to Manawatu-Whanganui. 	<p>Suggestion noted and agreed.</p> <p>Recommendation – That the first paragraph on Page 20 be amended to read: <i>... This route is also strategically important to the Taranaki region as the principal arterial transport route between the Taranaki and Waikato regions, as well as beyond to Auckland and the Bay of Plenty. It is also vital to Taranaki's industry and commerce for access to northern markets and export outlets, ...</i></p>
<ul style="list-style-type: none"> • P20 Cross regional boundary issues – the funding for the SH43 Business Case announced at the Tapuae Roa Launch should be mentioned here. 	<p>Suggestion noted and agreed.</p> <p>Recommendation – That an additional sentence is added to the paragraph under the heading 'State Highway 43 to Taumaranui' (Page 20) which reads: <i>... and is promoted as the 'Forgotten World Highway'. It has also been recognised in the Tapuae Roa: Make Way for Taranaki Action Plan as important for providing improved options for tourism travel, economic opportunities for the small rural communities along the route and increased network resilience.</i></p>
<ul style="list-style-type: none"> • P20 This page mentions the Blue Highway investigations and resilience. We note that resilience is highlighted in the draft Government Policy Statement. This linkage with the GPS could be mentioned here. 	<p>Suggestion noted and agreed.</p> <p>Recommendation – That an additional sentence is added to the paragraph under the heading 'Western Blue Highway proposals' (Page 20) which reads: <i>Port Taranaki can provide much needed national resilience for inter-island freight, noted as a key strategic objective under the Draft Government Policy Statement on Land Transport 2018/19-2027/18. A new container service between New Plymouth and the top of the South Island ...</i></p>
<ul style="list-style-type: none"> • P22-23 The Draft GPS has now been released. This section could be updated to reflect this. 	<p>Suggestion noted and agreed.</p> <p>Recommendation – That the section headed 'Government Policy Statement on Land Transport' (Page 22/23) is amended to read:</p>

... The finalised Government Policy Statement on Land Transport 2015 (GPS 2015), under which the original Plan was created, was issued by the then Minister of Transport on 18 December 2014. This confirmed the Government of the time's priorities for the land transport system as being: economic growth and productivity, road safety and value for money.

Since then a draft GPS 2018 was consulted on in mid-2017, with a subsequent change in Government occurring in the final quarter of 2017 bringing about significant change in policy direction.

Furthermore, an additional draft GPS 2018 was published in April 2018 as a consequence of this change in Government, with new strategic priorities and amended objectives/themes introduced.

The Government has identified through the new revised GPS a commitment to safety, liveable cities, regional economic development, protecting the environment, mode neutrality and delivering the best possible value for money. There are four new strategic priorities (outlining what the Government wants to achieve in land transport) and associated objectives (providing direction for how these priorities should be achieved) specified as follows:

Safety - A land transport system that:

- is a safe system, free of death and serious injury.

Access - A land transport system that:

- provides increased access to economic and social opportunities

- enables transport choices and access

- is resilient.

Environment - A land transport system that:

- reduces the adverse effects on the climate, local environment and public health.

Value for money - A land transport system that:

- delivers the right infrastructure and services to the right level at the best cost.

With these recent changes, there has been a shift away from a focus historically on the land transport system being an enabler of economic growth (largely through improved road corridors), towards a broader focus

	<p>on being an enabler of access and improved liveability (including a move towards increasing use of public transport, rail, and active modes).</p> <p>The GPS specifies a framework of Activity Classes as a means of achieving the results specified. There are 12 Activity Classes identified in the GPS 2018, including: public transport, rapid transport, walking and cycling improvements, local road improvements, regional improvements, state highway improvements, road policing, road safety promotion and demand management, state highway maintenance, local road maintenance, investment management and transitional rail. Each of these Activity Classes then provides funding ranges available for particular types of transport activities. These funding ranges largely dictate the funding available to support activities listed in a regional land transport plan.</p> <p>A final GPS 2018 is expected to be announced by 30 June 2018.</p>
<ul style="list-style-type: none"> • P25 As the Regional Development Agency for Taranaki we suggest that Venture Taranaki be defined as a Plan Partner in the RLTP. The Trust makes a considerable contribution to regional infrastructure strategies and plans. 	<p>Suggestion noted and agreed.</p> <p>Recommendation – That an additional paragraph is added at the end of Section 3.4 ‘Plan partners and their roles’ (Page 27) which reads: <u>Venture Taranaki</u> <u>Venture Taranaki has provided a supportive role throughout the development of this Plan, with a particular focus placed on regional economic growth opportunities relating to future land transport activities/projects. They were also key partners in the development of the Tapuae Roa: Make Way for Taranaki - Action Plan, with key transport projects included for consideration and subsequent development. Venture Taranaki therefore assists in progressing strategic outcomes of the Plan through additional national and regional funding streams.</u></p>
<ul style="list-style-type: none"> • P29 The section on the Provincial Growth Fund could be updated now that details have been released. The Fund is a potential and significant new funding source for infrastructure in the region. The funding for the SH43 Business Case is proof of that. The PGF is also being used to provide funding for the development of H2 Taranaki which has the goal of developing hydrogen as an emissions free fuel with particular application to public transport and heavy transport. 	<p>Suggestion noted and agreed.</p> <p>Recommendation – That the paragraph on Page 29 under the heading ‘Provincial Growth Fund’ is amended to read: <u>The new Government which came into power in late 2017 announced a Provincial Growth Fund (PGF) aimed at lifting productivity in regions such as Taranaki. The Fund is a potential and significant new funding source for</u></p>

	<p><i>infrastructure in the region. At the time of revising the Plan, details of how this Fund will operate (particularly when in conjunction with the NLFF) were still in development. What is becoming clear however, is that any Any transport focused projects which aim to access the PGF, must be noted within this revised Plan. This is therefore an area which is being closely monitored by the Committee, and necessary adjustments made to the Plan accordingly.</i></p>
<ul style="list-style-type: none"> • P32 Mentions oil and gas industry over 30 years. This comment may need consideration after withdrawal of offshore block offers and the indication of only a 3 year commitment in Taranaki for onshore block offers. This section could be extended to mention these pressures and the potential for impacts on the economy from the Paris Accord and the desire to reduce greenhouse gases. 	<p>Comments noted and agreed.</p> <p>Recommendation – That the second paragraph on Page 32 under the heading ‘Facilitating growth and economic development’ is amended to read: <i>Taranaki’s economy is expected to continue growing at a faster rate than the national economy over the next 30 years with employment and GDP projections in the oil and gas industry significant contributors to this growth. <u>Recent announcements by the government to end off-shore exploration may alter this outlook in the future.</u></i></p>
<ul style="list-style-type: none"> • P38 We note that the Provincial Growth Fund is supporting both the development of H2 Taranaki and a Business Case for a New Energy Development Centre. The region is likely to become a hub for development and testing of clean energy technologies in the transport system. This could be added in here. 	<p>Suggestion noted and agreed.</p> <p>Recommendation – That a new paragraph is added on Page 38 under the heading ‘Issue 6: Reducing negative environmental and community impacts arising from transport’ which reads: <i>The recently released Tapuae Roa: Make Way for Taranaki Strategy 2017 identified a new Clean Energy Development Centre and a Hydrogen Energy Ecosystem as candidates for future investment in Taranaki. These have attracted financial support through the Provincial Growth Fund, helping Taranaki become a future hub for the development and testing of clean energy technologies.</i></p>
<ul style="list-style-type: none"> • P41 mentions a policy to “Encourage development of infrastructure and technology that promotes the use of alternative vehicle types (eg electric vehicles).”We suggest this should clearly state – “battery or fuel cell electric vehicles” rather than just electric vehicles as most people think of “electric vehicles” as being battery powered rather than also including fuel cell. Specifically mentioning fuel cell vehicles links with the H2 	<p>Suggestion noted and agreed.</p> <p>Recommendation – That Policy E2 on Page 41 is amended to read: <i>Encourage development of infrastructure and technology that promotes use of alternative vehicle types (e.g. <u>battery or fuel cell electric vehicles</u>).</i></p>

<p>Taranaki initiative supported via the Provincial Growth Fund. A link could be also made with P18-19 of the GPS where environmental impact is highlighted.</p>	
<ul style="list-style-type: none"> • P47 It is good to see the Waitara to Bell Block improvements here. Airport Drive improvements are specifically mentioned in Tapuae Roa. 	<p>Support noted.</p> <p>Recommendation – No change.</p>
<ul style="list-style-type: none"> • P49 Likewise it is good to see the SH43 sealing and safety improvements mentioned. These are also mentioned in Tapuae Roa. 	<p>Support noted.</p> <p>Recommendation – No change.</p>
<ul style="list-style-type: none"> • P50 We suggest that the potential for mountain shuttle services and associated park and drive facilities should be mentioned as an activity for future consideration. 	<p>Suggestion noted. Specific suggestions made with respect to new potential passenger transport services within the region should be made as a submission on the <i>Regional Public Transport Plan for Taranaki</i>, which is programmed for an interim review in 2018/19 and a network wide review in 2019/20. Without them being included within such a Plan it is not possible to identify them within the RLTP.</p> <p>Recommendation – No change.</p>
<ul style="list-style-type: none"> • P50 And it is good to see Port Taranaki improvements mentioned here. These are also mentioned in Tapuae Roa. 	<p>Support noted.</p> <p>Recommendation – No change.</p>
<ul style="list-style-type: none"> • P51 We note this mentions Electric Vehicle Infrastructure – this specifically mentions charging stations. The Plan should also consider hydrogen refuelling infrastructure. This relates to the H2 Taranaki project in Tapuae Roa. Battery power is likely to have a future with passenger vehicles but fuel cell power appears better suited for heavy vehicles and buses. 	<p>Suggestion noted and agreed.</p> <p>Recommendation – That additional wording is included in the sixth line item in Table 6 (Page 51) as follows:</p> <p><i>Electric/hydrogen vehicle infrastructure</i> <i>Regional expansion of electric/hydrogen vehicle public charging stations to support more electric/hydrogen vehicles entering the region.</i></p>
<ul style="list-style-type: none"> • P51 The long term retention of the rail line is mentioned. This page could mention the Kiwirail business case re log movements to Port Taranaki. 	<p>Suggestion noted and agreed.</p>

	<p>Recommendation – That the third note on Page 51 under the ‘Project: Long-term retention of rail line between Hawera and NP’ is amended to read: <i>Advocacy role for the RTC and its member organisations to improve the usage and therefore viability of the section of the MNPL rail corridor from Whareroa through to Port Taranaki, including analysing the future use of the rail network for the movement of logs to Port Taranaki.</i></p>
<ul style="list-style-type: none"> • P55 the potential for funding projects via PGF should be mentioned. 	<p>Suggestion noted and agreed.</p> <p>Recommendation – That a new paragraph is added to the end of section 6.1 Proposed Funding Sources (Page 55) which reads: Provincial Growth Fund <i>Central government has committed to investing \$1 billion per annum over three years in regional economic development through a new Provincial Growth Fund. This Fund aims to lift productivity potential in the provinces, with its priorities being to: enhance economic development opportunities, create sustainable jobs, enable Māori to reach their full potential, boost social inclusion and participation, build resilient communities, and help meet New Zealand’s climate change targets. Land transport activities/projects are therefore eligible for such funding.</i></p>

4. Submitter: New Plymouth District Council	Officers’ Recommendations
<p>Cook Street to Banks Street Connector Road <i>Note: Refer to full submission for photos and maps of the Marfell Masterplan.</i></p> <p>1.0 Executive Summary It is proposed that the Cook Street to Banks Street connector road project is added to the RLTP. This project will upgrade the existing pedestrian walkway between Cook Street and Banks Street into a bidirectional vehicular road (and footpath) in order to improve accessibility, safety and travel options within this growing neighbourhood.</p>	<p>Noted and agreed.</p> <p>Recommendation – Amend the RLTP to reflect the requested changes in New Plymouth District Council’s proposed works programme by updating</p>

2.0 Project Summary

- New local road approximately 120m long.
- Cost estimated at \$580,000.
- Project commencement programmed for approximately 2021-2023.
- Requires the removal of one unoccupied duplex unit on Banks Street.

3.0 Project Benefits

- Better connectivity between Cook St and Bank St.
- Encourages more walking, cycling and access to the Cook St bus stop.
- Ameliorates an existing unsafe pedestrian route.
- Supports future residential development on Banks St.
- Creates an alternative vehicular access to Bank St.

4.0 Relevant RLTP Issues, Objectives and Policies

4.1 This project will aid in the achievement of the following RLTP Objectives:

4. A people focused, multi modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.
5. A land transport system that is robust, responsive to changing needs and resilient to external influences.
6. An energy efficient and environmentally sustainable land transport system.

4.2 This project will aid in the achievement of the following RLTP Policies:

- 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.
- A3 Ensure a range of travel options are available to the region’s residents.
- E1 Ensure transport efficiencies, promote alternative modes and manage transport demand.

4.3 Commentary

The existing road layout in this neighbourhood contributes to the public realm being an unappealing and sometimes hostile environment for those not travelling in cars. The proposed road is likely to increase active transport and connectivity while making the neighbourhood a safer place to walk, ride and recreate. The proposed road will enhance

Table 6: Activities for future consideration further to information extracted from Transport Investment Online (as inputted by NPDC officers).

access to the adjoining Cook Street Reserve which will have a positive impact on local character and sense of place for existing and future residents.

5.0 Background

5.1 The Marfell Masterplan 2010

This Masterplan was developed in partnership between Housing New Zealand Corporation and the New Plymouth District Council to create a 'warm, safe and healthy' community.

The Masterplan identifies the following street related objectives:

- Improve pedestrian safety e.g. lighting.
- Calm traffic and encourage cycling and walking.
- Provide community amenities on street e.g. seating, signage, lighting.
- Connect street network to improve permeability (build new streets).

The Masterplan also identifies the following principle:

5.2 Community connections

- Improve permeability and safety by establishing new vehicle and pedestrian/cycle links to create a connected network of streets and open spaces.
- Neighbourhood legibility will be improved by a new network of streets, spaces and paths that connect residential areas with community amenities.

5.2 Existing pathway

There is a pedestrian pathway in the location of the proposed road. The pathway is steep and poorly lit. It is envisaged that the proposed road would improve permeability across all transportation mode types.

5. Submitter: Horizons Regional Council	Officers' Recommendations
<p>This submission has been made on behalf of the Horizons Regional Transport Committee (the Committee). Due to the time constraints the submission has yet to be formally endorsed by the committee.</p> <p>We would like to thank the Taranaki Regional Council staff for their willingness to work with us during the preparation of our draft Plan, particularly with confirming the inter-regional activities of significance between our regions.</p> <p>The Committee supports the vision of the Plan for <i>"A safe, effective and efficient land transport network, integrated across the whole of the transport system which enables Taranaki to thrive and to lead a sustainably prosperous New Zealand"</i>. In particular, we support the concept of integration across the whole of the transport system and ensuring inter-regional connections are safe, resilient and efficient. Transport priorities, objectives and policies relating to effective and efficient strategic road and rail corridors and the removing constraints on interregional corridors is notably supported.</p> <p>The Committee agrees with the identified cross-boundary issues including State Highway 3 south of Taranaki, the East-West Transport multimodal Corridor, sealing a section of the Tangarakau Gorge (State Highway 43), and Route 40 as a local road alternative in the event State Highway 3 is closed.</p> <p>Notably, projects listed in the Taranaki programme of relevance to the Horizons region and supported include the SH3 Hawera to Whanganui Safety Improvements, SH43 Stratford to Taumarunui Safety Improvements and sealing improvements, and the widening/replacement/realignment of all constraining bridges on state highways (particularly on SH 3 south). Improvement of the safety, resilience and efficiency of these corridors will enable a smooth transition between our Regions and unlock potential economic growth in the form of freight movements and tourism opportunities.</p>	<p>Comments noted.</p> <p>Comments noted.</p> <p>Support noted.</p> <p>Support noted.</p> <p>Support noted.</p> <p>Recommendation – No change.</p>

6. Submitter: Waikato Regional Council	Officers' Recommendations
<p>The Waikato RTC makes the following submission in support of our shared inter-regional priorities for the State Highway 3 (SH3) corridor and to reinforce the alignment of our two regional land transport plans.</p> <p>Our submission is presented in two parts: high level comments are provided below with detailed submission points contained in the following table, noting our support for specific sections of your draft plan.</p>	
<p>High level comments Waikato Regional Council and the Waikato Regional Transport Committee value the partnership approach, through the SH3 Working Party, to protect the safety, efficiency and resilience of SH3, which is of strategic importance to both the Waikato and Taranaki regions.</p> <p>The Waikato RTC both acknowledges and appreciates Taranaki's on-going commitment in the draft plan to prioritising that part of the SH3 corridor that lies within the Waikato region, noting the specific strategic importance for the Taranaki region of maintaining access to northern markets and ports, providing key tourism linkages, and for providing access to important health and social services that lie in the Waikato region.</p> <p>Successful advocacy from the SH3 Working Group has resulted in significant improvement works proposed and currently being undertaken on the SH3 Awakino Gorge to Mount Messenger corridor under a programme of activities funded under the Accelerated Regional Rooding Package. The Waikato RTC supports this ongoing work but also acknowledges the continued importance of the SH3 Working Group in advocating for further work on this strategic inter-regional corridor to ensure its' safety and resilience. The Waikato draft RLTP does identify new resilience and safety activities for SH3, albeit we are awaiting the revised State Highway Investment Proposal 2018 to confirm the regional programme (including the Awakino and Mt Messenger Tunnel Bypass projects).</p> <p>Given the strategic importance of our shared inter-regional corridor, it is pleasing to see both draft plans aligning in terms of their overall policy frameworks and key priorities, both</p>	<p>Support noted.</p> <p>Support noted.</p> <p>Comments and support noted.</p> <p>Comments and support noted.</p> <p>Recommendation – No change.</p>

regionally and inter-regionally. Particular areas of alignment include policies and priorities around strategic inter-regional corridors (SH3), resilience and road safety.		
Detailed submission points of support for your draft RLTP are outlined below.		
Part of plan	Comments	Response
Section 2.6 The land transport network	Support KiwiRail’s proposal to maintain the rail network in Taranaki to its current level of service over the life of the plan.	Support noted. Recommendation – No change.
Section 2.8 Key journeys including cross-boundary matters	Support identification of SH3 as a key strategic cross-boundary corridor and specifically support the priority of this corridor as <i>“the priority inter-regional issue for the Taranaki region”</i> in terms of <i>“future route efficiency, safety and reliability of SH3 travelling north over Mount Messenger, through the Awakino Gorge to Te Kuiti, Hamilton and beyond”</i> . We particularly acknowledge the strategic importance of this part of SH3 to the Taranaki region, which is located largely in the Waikato region. Support the ongoing work of the SH3 Working Party and progression of the SH3 Awakino Gorge to Mount Messenger Programme under the Accelerated Regional Roding Package.	Support noted. Support noted. Recommendation – No change.
Section 4.4 Land transport objectives, policies and measures	Support: Issue/challenge 1: Ensuring a regionally and nationally integrated transport network (particularly whole of network approach; wider spatial scale). Issue/challenge 2: Facilitating growth and economic development (policy on effective and efficient strategic road and rail corridors, particularly between inter-regional ports; ensuring current and future reliability of the rail network to accommodate anticipated growth in freight movements; recognition of road and rail network constraints on vital inter-regional corridors; and improving inter-regional reliability and route security on SH3 north of New Plymouth in particular).	Support noted. Support noted.

	<p>Issue/challenge 3: Reducing the safety risk on Taranaki's transport network (support policies and measures to improve road safety in the Taranaki region, noting the Government's priority in this area and the importance of working together inter-regionally on road safety issues).</p> <p>Issue/challenge 4: Maintaining and improving accessibility and travel options throughout the region (recognising the importance of SH3 in providing access to inter-regional health and social services).</p> <p>Issue/challenge 5: Ensuring network resilience and responsiveness (acknowledging our shared resilience issues with SH3).</p>	<p>Support noted.</p> <p>Support noted.</p> <p>Support noted.</p> <p>Recommendation – No change.</p>
<p>Section 4.5 Statement of regional transport priorities</p>	<p>Support Taranaki's regional transport priorities relating to resilience, safety, and infrastructure improvements on state highways and strategic corridors that improve safety, security and reliability.</p>	<p>Support noted.</p> <p>Recommendation – No change.</p>
<p>Section 5.5 Activities included for future consideration</p>	<p>Support advocacy for SH3 North corridor improvements from Waitara through to Hamilton to be included for future funding consideration, particularly under the Regional Improvements Activity Class. We acknowledge that curve alignments through the Awakino Gorge area remain a priority for Taranaki region despite being in the Waikato region. Waikato's draft RLTP has identified some safety and resilience activities on SH3 in the regional programme, as noted under high-level comments in this submission.</p> <p>Support commencement of Taranaki Lifelines Vulnerability Study.</p>	<p>Support noted.</p> <p>Recommendation – No change.</p>

<p>Section 5.6 and 5.8 Approved activities not yet complete & Accelerated Regional Roading Package</p>	<p>Support for committed SH3 Awakino Gorge to Mount Messenger Programme.</p>	<p>Support noted. Recommendation – No change.</p>
<p>Section 5.10 Activities of inter-regional significance</p>	<p>Support the SH3 Awakino Gorge to Mount Messenger Corridor Improvements projects as a mutual activity of inter-regional significance to Taranaki and the Waikato regions. The Waikato region has also identified “inter-regional planning activities that consider resilience, safety, route security and reliability outcomes and support appropriate related transport investment responses” as significant inter-regional activities.</p>	<p>Support noted. Recommendation – No change.</p>
<p>Conclusion Thank you again for the opportunity to submit on your draft mid-term review of the 2015/16 to 2020/21 Taranaki Regional Land Transport Plan. We look forward to continuing to work with the Taranaki region and Taranaki RTC on inter-regional transport issues.</p>		

<p>7. Submitter: Taranaki AA Council</p>	<p>Officers’ Recommendations</p>
<p>Like all of the stakeholder groups the AA wants our roads to be as safe as possible while also allowing people and goods to travel quickly and effectively. The AA consider the draft RLTP outlines a sound strategic direction towards achieving these aims (“a one network” approach, providing for all modes, effective and efficient corridors, improved safety etc.). It is particularly pleasing to note that increased growth in public transport service (4.2), increased emphasis on alternative modes (4.2) and reducing the safety risk on Taranaki’s transport network are highlighted as aims.</p>	<p>Comments and support noted. Recommendation – No change.</p>
<p>In recent years, the AA has registered a growing concern regarding the maintenance of the roads within the province. It is pleasing to see that the forward maintenance programme has the same or increased level of funding as in recent years (pages 44, 45</p>	<p>Comments and support noted. Recommendation – No change.</p>

<p>and 58). It is to be hoped that this will be reflected in higher levels of maintenance service in the years ahead.</p>	
<p>Safe passing and improvements to regional roads are current national priorities for the AA and the full programme for improving roads as listed on Page 54 has our support as an organisation. Road safety is of particular concern to the AA and the funding of Road Safety Promotion (pages 45 and 58) appears to be adequate.</p>	<p>Support noted. Recommendation – No change.</p>
<p>As an organisation with over 28,000 personal members in Taranaki the New Zealand Automobile Association is the country's leading advocate for motorists and their interests. Consequently the AA is concerned with peoples' access to mobility. AA policy states that restricting peoples' ability to travel freely has serious social and economic consequences. Improved public transport services are an essential component in the planning of roading systems and private transport cannot be considered in isolation - it must be developed in conjunction with an efficient public transport service.</p>	<p>Comments noted and agreed. Recommendation – No change.</p>
<p>As outlined in the RLTP, accessibility is a very serious problem for many low socio-economic groups particularly in South Taranaki. As far back as 2006/07 the National Land Transport Plan identified access and mobility as a growing issue for the smaller isolated rural communities in Taranaki. The problem is likely to have worsened, given the economic conditions in recent years. The Taranaki AA Council sees the needs of the transport disadvantaged as a priority issue and looks forward to more progress being made under the 2015/2021 Regional Land Transport Plan. Section 5 of the RLTP Regional Programme of Activities includes a large budgeted increase for public transport from \$2,533,542 in 2016/17 to \$3,332 458 in 2018/19 of \$798 916 or almost 32%. There does not appear to be any firm indication in the plan as to the reasons for such an increase. The AA looks forward to the extra funds being used to improve services in parts of the province where accessibility to mobility remains a serious problem, as stated in the Taranaki RLTP Policy Framework Summary (Page 41): Issue 4, Ref. Policies A1 and A3. The AA considers improvement of existing services to be a higher priority than projects such as the New Plymouth Public Transport "Hub" listed under 5.5 Activities for future consideration.</p>	<p>Comments noted. Improvements to Passenger Transport activities are a 'business as usual' function and do not need to be identified as a separate project. However, the development of a New Plymouth Transport Hub would be a capital project and therefore needs to be identified as a separate item and prioritised by the Regional Transport Committee. Specific information on the increase in funding allocated to existing Passenger Transport services are included in the Taranaki Regional Council's Long-Term Plan. Specific suggestions made with respect to new/amended passenger transport services within rural areas can be made as a submission on the <i>Regional Public Transport Plan for Taranaki</i>, which is programmed for review in 2018/19 and a network wide bus service review in 2019/20. Recommendation – No change.</p>
<p>The introduction of the Connector bus service in 2014 (after prolonged lobbying by the Stratford District Council and the AA) has been a great step forward in improving the Taranaki-wide public transport service. It is pleasing to learn that the plan includes</p>	<p>Comments noted. The Taranaki Regional Council does not agree a daily scheduled bus service for Waverley is justified based on a very small population base (Census 2013 – 798). Also our weekly service, in</p>

<p>permanent funding of the service. The AA agrees with the statement in the RLTP that the route along SH3 provides a vital connection between North and South Taranaki. However much still needs to be done. The lack of a daily service from Waverley to Hawera is now the obvious gap in the system and needs to be addressed. That residents of these communities on SH3 do not have a public transport bus service to access educational opportunities and medical services in New Plymouth is a very regrettable state of affairs and reflects badly on the controlling authority.</p>	<p>operation since 2007, has seen annual patronage drop from a high of 2,462 trips in 2012/2013 to just 1,404 in 2016/2017 and already tracking to an estimated 1,100 this financial year. The Council has plans to trial a second bus service each week from Waverley, with service timings to link with the Connector bus. This would potentially provide SuperGold card holders free travel for 3 of the 4 journey legs they would travel if making a return trip to New Plymouth.</p> <p>Specific suggestions made with respect to new/amended passenger transport services within the region can also be made as a submission on the <i>Regional Public Transport Plan for Taranaki</i>, which is programmed for review in 2018/19 and a network wide bus service review in 2019/20. Without them being included within such a Plan it is not possible to identify them within the RLTP.</p> <p>Recommendation – No change.</p>
<p>Currently, transport disadvantaged residents from the Patea/Waverley area are still forced to rely on private cars, an informal “standby” system or hitch hiking. A private operator recently began operating a van as a taxi service in the Patea area and it is not known whether this service receives a subsidy from the TRC.</p>	<p>The Patea and Waverley standby services are both volunteer transport organisations and perform an invaluable service to the community. They are both contracted by the Taranaki District Health Board and are efficient/effective in providing on-demand transport more suited to a small town where a regular scheduled bus service may not.</p> <p>Patea Services Limited trading as STOPS is a new small passenger transport service based in Hawera. They are a Council approved Total Mobility provider. STOPS is available to provide transport in all of South Taranaki.</p> <p>Specific suggestions made with respect to the provision of Total Mobility services within the region can be made as a submission on the <i>Regional Public Transport Plan for Taranaki</i>, which is programmed for review in 2018/19. Without them being included within such a Plan it is not possible to identify them within the RLTP.</p> <p>Recommendation – No change.</p>
<p>Accessibility problems have recently been exacerbated by the withdrawal of a Total Mobility private operator and the service does not appear to be operating in South</p>	<p>When STOPS commenced their service in Hawera, Energy City Cabs did withdraw from operating due to two providers making it uneconomical to</p>

<p>Taranaki. The level of subsidy for this service needs to be substantially increased to ensure the viability of any future service.</p>	<p>continue to operate. There has been no gap in transport in Hawera for Total Mobility clients or other members of the public. Total Mobility is a region wide service where operators are available and approved by Council. The Council manages the level of subsidy on a regional basis to ensure it is fair and equitable for all users. With an increasing aged population and increase in demand Council needs to balance these increases against the long-term financial sustainability of the scheme as a whole. Specific suggestions made with respect to the provision of Total Mobility services within the region can be made as a submission on the <i>Regional Public Transport Plan for Taranaki</i>, which is programmed for review in 2018/19. Without them being included within such a Plan it is not possible to identify them within the RLTP.</p> <p>Recommendation – No change.</p>
<p>With the emphasis on economic development and tourism outlined in the plan, it is disappointing to not read of more planned public transport initiatives servicing Mt Taranaki and New Plymouth Airport. This need has become more noticeable of late with the increased number of backpackers visiting the region. AA members report giving rides to backpackers stranded at the airport especially on weekends. Not an ideal introduction to Taranaki.</p>	<p>Comments noted. The Taranaki Regional Council does not currently support providing financial assistance to transport services which can be run commercially (such as those that might service tourists to Mount Taranaki). However, the Council is supporting one such service by providing professional expertise to the New Plymouth District Council in developing operational plans, tender and contract documents. Specific suggestions made with respect to new potential passenger transport services within the region can also be made as a submission on the <i>Regional Public Transport Plan for Taranaki</i>, which is programmed for review in 2018/19 and a network wide bus service review in 2019/20. Without them being included within such a Plan it is not possible to identify them within the RLTP.</p> <p>Recommendation – No change.</p>
<p>Given the 15% weighting that limited transport options received in the investment logic map exercise carried out prior to the development of the RLTP, the lack of planned initiatives in this area is disappointing and needs to be reconsidered.</p>	<p>Comments noted. It is hoped that a change in central government investment and therefore intent in the area of public transport will enable more funding to be directed into this area. However, the RLTP's project list are those that are regionally significant and need to be prioritised by the RTC. As noted previously, a review of the</p>

	<p>Regional Public Transport Plan will be undertaken following finalisation of the GPS and RLTP. This will provide an opportunity for the public to submit on specific transport initiatives within this new and more mode neutral government funding framework.</p> <p>Recommendation – No change.</p>
<p>While the overall Land Transport Objectives are appropriate, it is disappointing to note that in some cases the stated aims are not operationalised in the sections of the plan which detail intended actions. For example, the Statement of Regional Transport Priorities has little emphasis on safety, public transport and other modes. The AA recognises that the RLTP is not a programme of work, but the actions planned need to support the objectives and be measureable.</p>	<p>Comments noted. Please note text at bottom of Page 30 which reads: <i>The strategic direction [of the Plan] is intended to describe a high level direction for Taranaki's land transport system. It is not intended to imply a required level of transport activity and therefore an associated level of transport funding during the Plan period.</i></p> <p>With the recently released Government Policy on Land Transport (GPS) signalling a change in focus of funding towards alternative modes, this discussion will form a part of the RLTP's next review process.</p> <p>Recommendation – No change.</p>
<p>The AA contends that there is a need to expand the scope of the RLTP to all significant commuting, recreational and tourism on road cycling routes – not just in the urban areas. While separated cycle paths, whether within the road reserve or off road, are desirable, they are not always achievable or warranted by usage. As a result there are cycling concerns on certain heavy traffic routes, sections of state highways and some rural roads which traditionally have high commuter or recreational cyclist usage.</p>	<p>Comments noted. The recently released Government Policy on Land Transport (GPS) does signal a change in focus of funding for walking and cycling. This will open up new opportunities for regions throughout the term of the RLTP and will form a part of the RLTP's next review process.</p> <p>Recommendation – No change.</p>
<p>There is a need for RCAs to identify and survey their commuting, recreational and tourist cycling routes and to prioritise how their safe sharing needs should be met, with reference to their physical/topographical features, importance, degree of use etc. It is suggested that this information be made publicly available and appended to the next RLTP. The AA has recent survey data which could help in this process.</p>	<p>Comments noted. Historically recreation matters have not been allowed to be included in the RLTP (as noted in 1.3 of the Plan). However, now with changes in central government funding focus towards a more 'mode neutral' transport network we too look forward to being able to address these broader aspects in the next review of the RLTP.</p> <p>Recommendation – No change.</p>

8. Submitter: North Taranaki Cycling Advocates	Officers' Recommendations
<p>Thank you for including North Taranaki Cycle Advocates (NTCA) in the recent targeted consultation around the interim review of the Regional Land Transport Plan.</p> <p>NTCA would like commend all of those involved in the review process for putting their energy into a joined-up, strategic plan to improve and maintain the functionality and safety of our regional reading network. We note the note the current interim review goes only so-far in reviewing the plan, and look forward to more active involvement in a future full review of the plan.</p> <p>We are pleased to see commitment to addressing a range of matters relating to cycling, and an acknowledgement in the plan that roads and other transport infrastructure are shared by a range of users, including but not limited to pedestrians, cyclists, motorists.</p>	<p>Support noted.</p> <p>Support noted.</p> <p>Recommendation – No change.</p>
<p>Of particular note NTCA are pleased to see the following provided for in the plan;</p> <ul style="list-style-type: none"> • road safety design improvements (we encourage all roading authorities to proactively include planning for cyclists in all urban and rural roading upgrades, and during new road developments). • walking and cycling commuter initiatives, including specific acknowledgement of children, perhaps our most vulnerable cycling road users and the significance of school locations, • education and information to help improve road user behaviours, • the eastern 'Forgotten Highway' identified as a cycle way of regional significance • local walking and cycling path maintenance and developments and • agencies working together on new initiatives, such as north south or round mountain cycle route(s). 	<p>Support noted.</p> <p>Recommendation –No change.</p>

Regional Land Transport Plan for Taranaki 2015/16 – 2020/21

Produced by:



With assistance from:



Te Kaunihera-ā-Rohe o Ngāmotu
**NEW PLYMOUTH
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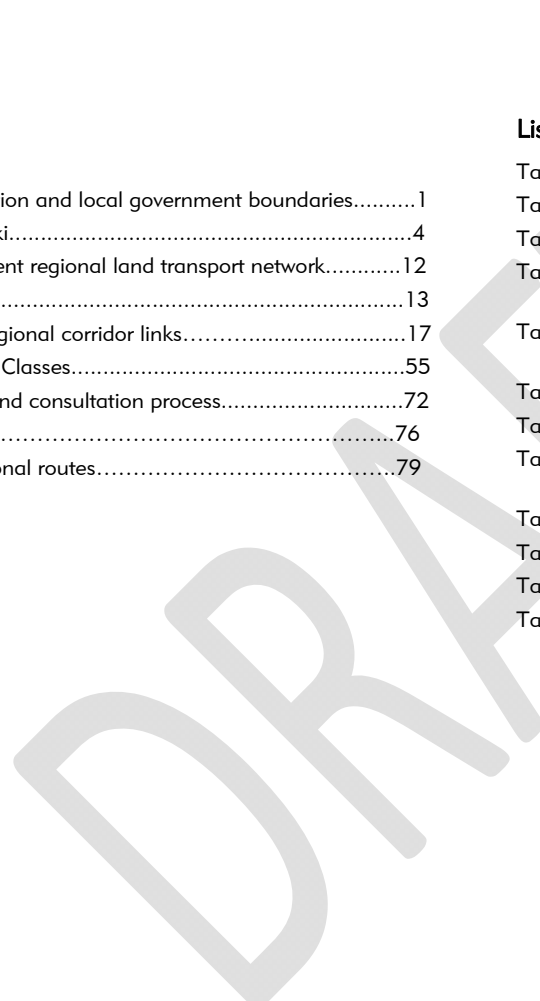
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FOREWORD

Under changes to the *Land Transport Management Act 2003* introduced in 2013, regional transport committees are required to develop a regional land transport plan, in consultation with their community and stakeholders, every six years.

The first such plan for the region, the *Regional Land Transport Plan for Taranaki 2015/16 - 2020/21* (the Plan or RLTP), was prepared by the Regional Transport Committee for Taranaki during 2014/15 and approved by Council in April 2015. It came into effect on 1 July 2015.

The RLTP is a six-year (1 July 2015 to 30 June 2021) document, [with a ten year forecast](#). It sets out the strategic direction for land transport in the Taranaki region over an approximately 30 year planning horizon; states the regional priorities for [the next 10 year periods](#); and outlines the proposed land transport activities over the next 6 years that seek to contribute to these, for which the NZ Transport Agency and approved organisations (the three district councils in the region, the Taranaki Regional Council and the Department of Conservation) are seeking national funding.

The Plan is developed in partnership with our regional partners with agreement on which activities we want to pursue and in what order of priority. Based on the Plan, the NZ Transport Agency will decide which activities it will include in the National Land Transport Programme. Once included in the National Programme, an activity can then be funded from the National Land Transport Fund and subsequently delivered.

Though the Plan itself has a life of six years, it is required to be reviewed and a new programme of activities prepared on a three-yearly cycle – in line with the National Land Transport Programme.

This is therefore the revised Plan as updated through the mid-term review process, with updated tables of planned activities (Section 5) and forecasts (Section 6). There have also been minor amendments made to some of 'front-end' of the Plan as a result of the review process, primarily to the policies and outlining of issues (Section 3 – Strategic Direction).

Central Government policy has directed the first call of land transport dollars to national priorities. This may affect the level of funding for our regional priorities but we will continue to focus on projects that are important to Taranaki, making our roads safer, more efficient and providing walking and cycling opportunities.

The Plan underpins and takes into account previous work undertaken at a national and regional level such as *the Regional Land Transport Strategy for Taranaki 2011-2041*, *Connecting New Zealand 2011*, and the draft *Government Policy Statement on Land Transport 2018*. The Committee is satisfied that this Plan is consistent with these documents. Issues, targets and priorities identified in these documents have also assisted in identifying and prioritising the transport issues identified in this Plan.

Section 4 of the Plan identifies Taranaki's land transport issues and challenges, along with objectives, policies and measures (methods) that have been identified to address them as the region works towards its strategic vision for the future.

Activities identified in Section 5 of the Plan seek to address these priorities in the near future. Section 6 then identifies funding sources for the proposed activities and projects.

On behalf of the Committee, I would like to thank all those individuals and organisations that contributed to the preparation of the original document and this revised version. I look forward to working with you in delivering better land transport outcomes in the future.



Councillor Craig Williamson

Chair, Regional Transport Committee for Taranaki



1. INTRODUCTION TO THE PLAN

1.1 Purpose and role

This document is the *Regional Land Transport Plan for Taranaki 2015/16 – 2020/21* (the Plan or RLTP). It is the first regional transport plan prepared for Taranaki.

This is the second version of the Plan, as revised during the mid-term review undertaken in the 2017/18 year.

The Plan's role is to provide strategic direction to land transport in the region and set out how the region proposes to invest to achieve its objectives.

The purpose of the Plan is to:

- Identify the key transport issues and challenges in the Taranaki region, and how land transport activities proposed in the Plan will address these issues.
- Set out the region's land transport objectives, policies and measures for at least 10 financial years.
- List land transport activities in the region proposed for national funding during the six financial years from 1 July 2015 to 30 June 2021.
- Prioritise regionally significant activities.
- Provide a ten-year forecast of anticipated revenue and expenditure on land transport activities.

1.2 Area and period covered

The Plan covers the Taranaki region, plus that part of the Stratford district that lies in the Manawatu-Wanganui Region (refer Figure 1).

Local government administration within the Taranaki region is carried out by the Taranaki Regional Council and three territorial authorities: the New Plymouth, Stratford and South Taranaki district councils. The Stratford

District Council has agreed through a memorandum of understanding that the whole district is included in the Taranaki region for regional transport planning matters.

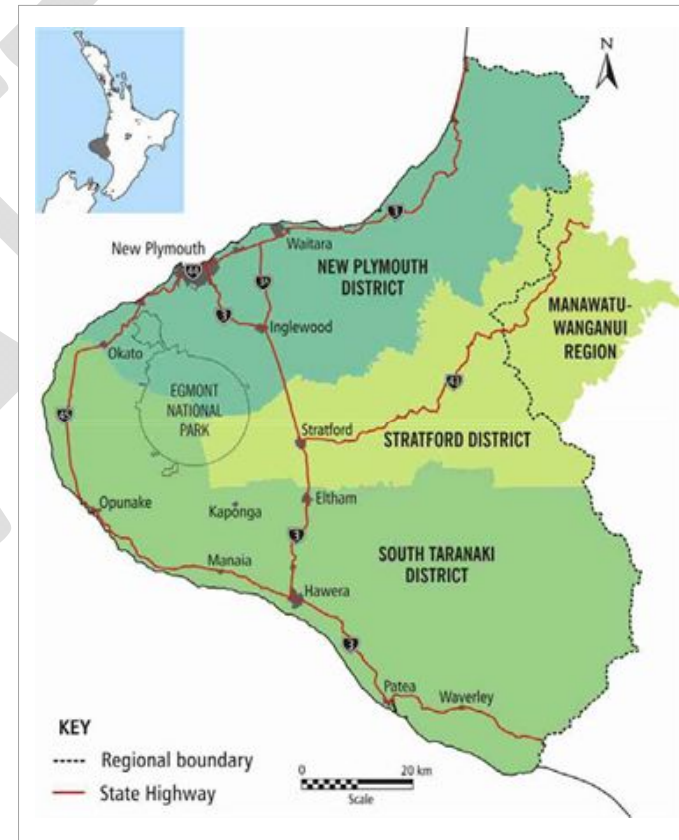


Figure 1: The Taranaki region – location and local government boundaries

Period covered

The Plan is a six-year document covering the six financial years from 1 July 2015 to 30 June 2021:

- Year 1 (2015/16) – 1 July 2015 to 30 June 2016
- Year 2 (2016/17) – 1 July 2016 to 30 June 2017
- Year 3 (2017/18) – 1 July 2017 to 30 June 2018
- Year 4 (2018/19) – 1 July 2018 to 30 June 2019
- Year 5 (2019/20) – 1 July 2019 to 30 June 2020
- Year 6 (2020/21) – 1 July 2020 to 30 June 2021.

Financially, the Plan forecasts expenditure and revenue for a further four years, ten financial years in total (1 July 2015 to 30 June 2024).

Strategically, the Plan retains a longer term view over an approximately 30 year planning horizon, as the Regional Land Transport Strategy did before it.

The Plan will remain in force until 30 June 2021 – or unless a variation is required under section 18D of the *Land Transport Management Act 2003* (LTMA) (refer Section 7.3 of the Plan).

The Plan must be reviewed during the 6-month period immediately before the expiry of the third year of the Plan — it is the result of this review which is presented in this revised document.

1.3 Background and scope

The Plan has been prepared by the Regional Transport Committee for Taranaki (the Committee) on behalf of the Taranaki Regional Council in accordance with the LTMA.

The focus of the Plan is transport (the movement of people and goods from one place to another), rather than recreational activities that involve travel (but their main purpose is the undertaking of the travel itself for leisure/sport rather than the destination). For example, cycling to a place of work rather than cycling purely for leisure. While transport facilities

may well facilitate recreational travelling as well, that is not their primary function.

The Plan has two key components which reflect the legislative requirements: a strategic policy framework, and a more technical programme component which contains the regional programme of transport activities.



The first part of the Plan, the “strategic front-end” outlined in Section 4, essentially replaces the RLTSstrategy in a very condensed form.

The second half of the Plan, replaces the former RLTPprogramme, and is essentially a programme of works through which the NZ Transport Agency and approved organisations in the region bid for funding assistance from the National Land Transport Fund (the NLTFund). Section 5 of the Plan lists the activities for which funding support is sought from the NLTFund. The activities are in two broad categories:

- Routine maintenance and minor improvement activities on roads and existing passenger transport services, which are automatically included in this Plan.
- Other activities, including capital improvement projects, which are considered to be of regional significance and have therefore been individually reviewed and prioritised within this Plan. These priorities are used to influence what activities can be implemented with the funding available and when they are likely to be implemented.

The NLTFund is administered by the NZ Transport Agency on behalf of the New Zealand government.

Outside of, and in addition to, the NLTFund, the Government has made available some Crown funds for specific state highway projects identified in their Accelerated Regional Roding Package – refer Section 5.6. This Package includes the SH3 Mt Messenger to Awakino Gorge Programme (currently underway) and the SH3 Normanby Overbridge Realignment (completed February 2017), which are also included in the Plan.

1.4 Development process

The Committee has developed the Plan with advice from its Regional Transport Advisory Group (RTAG). The following steps were undertaken in the development of the Plan:

1. Drafting of the background and strategic sections of the Plan were commenced taking account of the statutory requirements as specified by the LTMA.
2. Evaluation of existing strategy, literature review of national, regional and local policies, and identification of emerging issues.
3. A stakeholder engagement workshop was held to help get a shared view on the transport priorities (issues faced and outcomes desired) that should be focused on in the region – during the six-year life of the Plan and beyond.
4. Development of issues, preferred strategic direction, objectives, policy focus areas and priorities.
5. Approved organisations and the Transport Agency submitted their initial draft funding applications into the *Transport Investment Online* (TIO) system.
6. The Transport Agency and the Committee undertook a check of all funding applications in the Taranaki region for completeness and accuracy.
7. The Committee carried out an assessment of those activities identified for prioritisation.
8. The Committee developed a funding plan showing the sources of revenue against the expenditure required over the next ten years. This

funding plan was developed taking into account known priorities for government investment, anticipated levels of national and regional co-investment and the ability of councils to raise the local share.

9. A draft Plan was then prepared taking account of the statutory requirements as specified by the LTMA.
10. A consultation process was undertaken from 6 December 2014 to 9 February 2015 using the special consultative procedure specified by the *Local Government Act 2002*, including the holding of a public hearing on 18 March 2015.
11. Following the hearing and deliberations on submissions, a final Plan was submitted to the Committee on 18 March 2015 for approval.
12. The Committee then submitted the final Plan to the Taranaki Regional Council for approval on 7 April 2015. Once approved, the Council submitted it to the Transport Agency by 30 April 2015.

Appendix V provides further information on the development and consultation process for the Plan.



The following steps have been undertaken in the mid-term review of the Plan to date:

13. From April-December 2017 the strategic front end of the Plan was reviewed in light of sector changes and new requirements from NZTA.
14. An externally-facilitated Investment Logic Mapping process with key stakeholders during July-August 2017, which confirmed the overall strategic framework of the Plan while suggesting some minor adjustments.
15. The Committee approved the minor changes to the strategic policy framework and structure of the programme of activities in early September 2017.
16. Approved organisations and the Transport Agency submitted their initial draft funding applications for the 2018/19 to 2020/21 period into the TIO system before October 2017.
17. These applications were collated into a draft regional programme of activities for the second half of the Plan period, including a recommended order for those activities identified for prioritisation.
18. The November 2017 meeting of the Committee deferred targeted consultation on the draft revised Plan due to the delay in the necessary guidance from Government.
19. The March 2018 meeting of the Committee approved the draft revised Plan for targeted consultation from 26 March to 20 April 2018, in the knowledge that changes would need to be made post-consultation once the necessary changed policy settings and related guidance was finally available from Government.

[19-20. Feedback received through the submission process was collated and presented to the June 2018 Committee meeting, with consideration taken for recent Government funding announcements through the Draft Government Policy Statement on Land Transport 2018/19–2027/28 and Draft Investment Framework for the 2018-21 National Land Transport Programme and Draft Transport Agency Investment Proposal 2018-27.](#)



2. SETTING THE SCENE – THE TARANAKI REGION

In order to consider and understand the trends and issues for the transport system in the region, it is important to consider the physical characteristics and the demographic or economic trends which will influence demands on the transport network. The following section therefore provides a brief outline of the geography of the region and of the demographic and economic characteristics of Taranaki which have an influence on the planning, provision and management of the region's transport network. Key features of Taranaki's land transport network are also described.

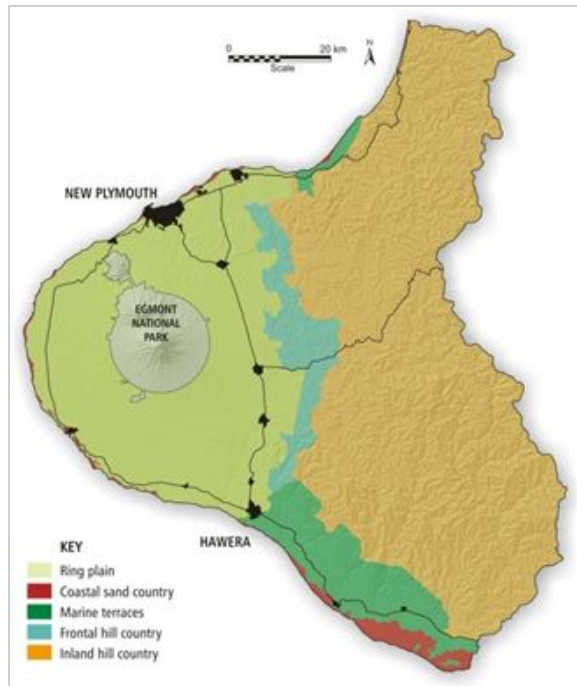


Figure 2: Major landforms of Taranaki

2.1 Geography

Taranaki is located on the west coast of the North Island of New Zealand and is bordered by the Tasman Sea.

At 723,610 hectares, the Taranaki region makes up approximately 3% of New Zealand's total land area, and is home to 2.6% of the country's population. An additional 68,910 hectares of Stratford District which is within the Manawatu-Wanganui (Horizons) Region is covered by Taranaki for the purposes of transport planning – bringing the total land area for the Plan to 792,520 hectares.

Physical geography

Geographically defined by one of New Zealand's most recognisable landmarks (Mount Taranaki), the region consists of four distinct landforms (refer to Figure 2), which naturally impact on their prime uses and therefore transport needs.

- **Volcanic ring plain:** The Taranaki ring plain, centred on Mount Taranaki, consists of fertile and free-draining volcanic soils. The ring plain supports intensive pastoral farming (particularly dairying) that is most intensive on the flatter land in southern Taranaki. Over 300 rivers and streams radiate from Mount Taranaki, and are extensively used by the agricultural sector, for community water supplies and for a wide range of recreational purposes.
- **Eastern hill country:** The hill country that lies to the east of the ring plain is steeply dissected and prone to soil erosion and slipping. However, it can support both pastoral farming and commercial forestry when managed in accordance with the physical limitations of the land.
- **Marine terraces:** The soils of the coastal and inland marine terraces along the north and south Taranaki coast are among the most

versatile and productive in the region. However, the combination of light, sandy soils and strong winds in some areas can lead to localised wind erosion.

- **Coastal environment:** The region is exposed to the west and as a consequence, high-energy wave and wind conditions dominate the coastal environment. There are few areas of sheltered water beyond the major estuaries and the confines of Port Taranaki.

Climate and natural ground resources

The Taranaki region has a temperate climate with generally abundant rainfall. The climate and subsoils are suited to high-producing pastures, with about 60% of the region used for high intensity pastoral farming. Approximately 40% of the region is in indigenous forest and shrubland, mostly within Egmont National Park and areas of the inland hill country. The region also has significant natural resources beneath the ground in the form of oil and gas reserves, being known as the energy centre of the country.



Local government boundaries

Local government administration within the Taranaki region is carried out by the Taranaki Regional Council and three territorial authorities: the New Plymouth, Stratford and South Taranaki district councils (refer Figures 1 and 3).

Adjoining the Taranaki region are two other regional authorities: Waikato Regional Council to the north and Manawatu-Wanganui Regional Council (known as Horizons Regional Council) to the east and south.

While the New Plymouth and South Taranaki districts are contained entirely within the Taranaki region's boundaries, a portion of the Stratford District (that which is part of the Whanganui catchment) is included in the Manawatu-Wanganui region for all district council matters unrelated to transport. However, for any transport related matters (i.e. funding for projects under the RLTP and RTC jurisdiction) an agreement has been reached for these to be addressed by Taranaki's RTC.

2.3 Population

Taranaki is home to over 109,000 people, most of whom live in the coastal city of New Plymouth. The region is split into three districts: New Plymouth to the north with a population of about 74,000; Stratford in central Taranaki servicing about 9,000 people; and South Taranaki, including the main centre of Hawera, with a population of 26,000.

The urban centres of the region are New Plymouth, Hawera, Waitara, Inglewood, Stratford, Opunake, Eltham, Manaia, Patea and Waverley.

Taranaki's total population was 109,609 at the 2013 Census – an increase of 5.3% since the 2006 Census. The region has 2.6% of the New Zealand's population, ranking it 10th in population size out of the 16 regions. The New Plymouth District recorded a 7.7% increase in population over this same period, with Bell Block, Highlands Park and the Barrett Zone being key growth areas. The *National Policy Statement on Urban Development Capacity* was introduced by the Ministry for the Environment in 2016, and newly defined the New Plymouth District as high growth (i.e. predicted to grow by more than 10% from 2013 to 2023).

Taranaki has higher proportions of elderly and youth than the national average and this is likely to continue. These two factors are used to measure levels of transport disadvantaged in a region as they represent those people who are most likely to need transport assistance which may include community transport where appropriate. Other transport disadvantage indicators include people on low incomes, the unemployed and proportion of households with no car. In Taranaki it is anticipated that, with the ageing of the population, the levels of transport disadvantaged are set to increase.

Within Taranaki there are also differences in the composition and characteristics of the population. These can be important when considering the transport needs of local communities. For example, the New Plymouth district has over two-thirds of the region's population and it has more elderly as a proportion of its total population than either Stratford district or South Taranaki district. South Taranaki district on the

other hand has the youngest population in the region with almost a quarter of its residents under the age of 15. According to the 2013 Census, 16.5% of the region's population is Maori with 24.3% of the population of the South Taranaki district being Maori.

2013 Census figures show that the unemployment rate across the region is 5.6% with only small variations from one district to another. The rate of unemployment is below that for New Zealand which sits at 7.1%. Rates of unemployment among Maori are higher. Households without access to a motor vehicle is highest in New Plymouth district (7.2% of households) and lowest in Stratford district (6.6% of households). Households without access to a motor vehicle are generally slightly higher among iwi.

Iwi

There are eight recognised iwi whose 'rohe' or tribal area falls either wholly or partially within the Taranaki region. The rohe of Ngati Ruanui, Nga Ruahine, Taranaki, Te Atiawa and Ngati Mutunga are located completely within the region. The rohe of Ngati Tama overlaps the Waikato region to the north, and those of Ngati Maru and Nga Rauru overlap the Manawatu-Wanganui region to the east and south. Ngati Maniapoto are likely to become a ninth iwi for the region, as a result of their Treaty Settlement negotiations. As more Treaty of Waitangi claims are settled, iwi are becoming more active in resource use and development activities throughout the region.

Generally, higher proportions of iwi in the region are transport disadvantaged due to both a lower level of access to private motor vehicles and a greater proportion of the Maori population being under the age of 15.



2.4 Taranaki's economy

A notable feature of the Taranaki region is its reliance on its natural and physical resources for its social and economic wellbeing. Farming and other land-based activities continue to play a prominent role in employment.

Since 2004, economic growth in Taranaki has been consistently above the national growth rate – and this is projected to continue¹. The region leads the nation in the amount of GDP generated per capita. Significant contributors to the region's economy are outlined below.

Agriculture

The following are the major agricultural industries in Taranaki:

- Dairying dominates farming in Taranaki, particularly on the ring plain. Milk processing in Taranaki is now concentrated at one site – Fonterra's Whareroa site near Hawera. Other major agricultural processing industries are based at Kapuni (Fonterra Kapuni and Ballance Agri-Nutrients), and Eltham (Mainland Products and Pastoral Foods). In addition to direct farm income from milk production, the added value resulting from the processing of milk, whey and cheese manufacturing is a significant contributor to employment. Milk production in Taranaki has increased by 11% from 2006/07 to 2011/12², mainly due to the increasing use of supplementary feed that is imported through Port Taranaki.
- Sheep and beef farming is concentrated in the eastern hill country and plays an important part in the regional economy. The largest meat processing works are located at Eltham ([Riverlands Eltham Ltd/ANZCO Foods](#)), Hawera and Waitotara (Silver Fern Farms Ltd).
- Taranaki has a significant and expanding poultry industry. It is the major poultry meat producing region in New Zealand, involving all

¹ Taranaki Industry Projections 2013-2036, November 2014

² National Freight Demand Study, March 2014, p28

aspects of the industry from breeding and growing to production and distribution. Operations are concentrated in North Taranaki, with the major processing facility at Bell Block.

There is generally an intensification of land use which is likely to have implications for transport networks, with increasing numbers of heavy vehicles servicing these industries. Within both the dairying industry and sheep/beef industry, amalgamation trends have resulted in a concentration of the processing facilities – which has significantly altered the pattern of rail and heavy traffic road use involved in these industries.

The agricultural industry has a significant impact on the region's land transport network, especially during times of heavy stock movement or peak milk flow.



Forestry

As a consequence of the increased establishment of exotic forests throughout the Taranaki and Whanganui regions, significant tonnage of logs have, and will continue to, required transportation to user plants or

ports for export – having significant impact on local roads in particular. Volumes of logs exported through Port Taranaki have increased tenfold from 2006/07 to 330,000 tonnes in 2011/12³. The volume was harvested from the Taranaki and Whanganui regions. [The potential movement of logs via rail from out of the region to Port Taranaki remains a possibility for the future.](#)

Forests ready for harvesting are forecast to potentially peak in Taranaki over the next 10 to 20 years⁴ before reducing to, or less than, current levels.

Oil and gas Energy

The oil and gas industry is a major contributor to the regional economy and is of strategic importance to New Zealand⁵. The Taranaki Basin is currently New Zealand's only commercial hydrocarbon producing area, with the onshore Kapuni and the offshore Maui fields making up the major part of New Zealand's natural gas resources.



Extensive drilling programmes over recent years have resulted in a number of significant new finds. In the past 10 years new oil or gas fields such as the Mangahewa, Maari, Rimu, Kauri, Pohokura and Kupe fields

have been discovered and/or gone into production. By world standards, however, Taranaki is under-explored and exploration interest in the region remains high, although at lower levels in recent years than previously. There is also considered to be potential for very large oil and gas reserves in deep water further off the Taranaki coast.

[Other forms of renewable energy \(such as wind\) and new energy technologies are also evolving areas of interest within the region.](#)

The greatest demands on the transport system tend to take place during the exploration, development and initial production phases of petroleum exploration. Aggregate and other materials are transported during the site preparation phase, often resulting in significant short term loadings, particularly on local roads. Once production is on-stream, products are transported via road tankers in the short-term. Ultimately, in the longer term (and provided it is economically viable) most products of petroleum exploration are piped to and from various processing or treatment plants.

Manufacturing

Taranaki has a ~~relatively small but~~ distinctive manufacturing base, ~~with -~~ ~~The region has also developed~~ a national and international reputation for its expertise in food processing, particularly of dairy products and specialty dough production. [The percentage of people employed in manufacturing \(as a percentage of total employment\) is the second highest in the nation, with more than half working in food manufacturing.](#)

Further, the special servicing needs of the dairy and petrochemical sectors (and to a lesser extent the meat, energy, industrial, chemical and timber processing sectors) have contributed to the development of both heavy and light engineering industries.

³ National Freight Demand Study, March 2014, p206

⁴ National Exotic Forest Description, 1 April 2013, Table 9.7

⁵ Taranaki Industry Projections 2013-2036, November 2014

Engineering

Taranaki is recognised as New Zealand's premier region for engineering. The specialist services of engineering, manufacturing and design have established an enviable record for their mechanical and electrical fabrication, engineering design and project management, and comprehensive support services for the industry. The land transport network plays an important role in supporting this industry through the provision of rail links, port facilities, and the roading network.

Tourism and events

Tourism is playing an increasingly important role in the Taranaki economy. The region's mountain, coast, surf, forests, gardens and parks are attracting growing numbers of visitors, [with resulting impacts on our land transport infrastructure \(for example congestion and safety issues at North Egmont and other National Park road ends\)](#). The Taranaki region is also becoming increasingly popular and recognised for organised musical, cultural, sporting and other events. These events bring large numbers of visitors to the region with significant benefits for the local economy. Potential exists to better develop non-motorised transport tourism within the region, particularly walking and cycling trails.

The region's tourism sector is in a high growth phase, enhanced by the Lonely Planet travel guide naming Taranaki as the second best region to visit in the world for 2017. The region's economic development strategy *Tapuae Roa: Make Way for Taranaki* has been in development since late 2016, and has brought together many strands of tourism development through the Visitor Sector Futures component. The Action Plan for this will be released in early April 2018.



2.5 Changes in land use patterns

Patterns of land use changes and subdivision development in Taranaki have been, and will continue to be, complex and unique to the region. However, it is evident that increased subdivision activity in Taranaki generally reflects what is happening in other regions throughout the country.

The New Plymouth District has experienced relatively high levels of greenfields residential development in the Bell Block, Highlands Park and Barrett Road areas. In the next 20 years it is predicted that between 250 and 300 new homes will be built each year throughout the district. The New Plymouth District Council's *Strategic Transportation Study 2008* concluded that New Plymouth's topography will limit westward and southern development - future growth therefore is to be accommodated northeast of the city. The defining of New Plymouth District as a high growth urban area in the *2016 National Policy Statement on Urban Development Capacity* brings with it a range of opportunities and challenges.

Subdivision in Stratford and South Taranaki districts in recent years has been running at levels more than double that seen in the late 1990s and early 2000s. In Stratford the increase has been mainly lifestyle block development to start with and then infill residential development, as demand for residential property and associated house prices have increased. In South Taranaki, infill subdivision has occurred throughout Hawera with new multi-lot development occurring to the west and north of the town.

With these increases in lifestyle blocks also comes associated expectations that levels of services found in more urban environments (including those associated with transport service provision) are also to be provided in these peri-urban areas. This expectation is an issue which needs to be considered and provided for in councils' Long-Term Plans when planning for future growth areas.

2.6 The land transport network

Existing transport infrastructure

A vital part of the Taranaki region is its physical infrastructure. This includes the region's road and rail network, Port Taranaki and New Plymouth Airport.

These provide essential services to the regional community and economy. Effective and reliable land transport links to other transport modes such as Port Taranaki and New Plymouth Airport are crucial in servicing the region's general infrastructure network.

The Taranaki region has 7% of the country's local rural sealed roads and 5% of the country's total (sealed and unsealed) local roading network. This is relatively high considering the region's population and land area is only around 3% of New Zealand's total. The primary reasons for these high statistics is that Taranaki has intensive agricultural land use patterns, with a consequential need to provide efficient local roading networks to service the region's widely dispersed rural communities. The state highway system is also a critical part of the network connecting main population centres with processing and manufacturing facilities, export outlets and markets.

The region's transport infrastructure is vital for moving large volumes of freight into and out of the region. General freight is moved to and from the north by road through Hamilton and Auckland and south via Palmerston North and Wellington.

Maps of key regional routes are provided in **Appendix VIII**.

Taranaki's roading network

In total there are 3,916 kilometres of roads in Taranaki, of which 3,168 kilometres (82%) are sealed. The network is made up of 391 kilometres (10%) of state highways and 3,504 kilometres (90%) of local roads, of which around 77% are local rural roads. There are 298 bridges on state highways (including one single-lane bridge at the Stratford cemetery on SH43) and 707 bridges on local roads, of which 432 are single-lane. This equates to Taranaki roads having a bridge approximately every four kilometres. Furthermore, there are 710 kilometres of 'paper roads'⁶ in the New Plymouth District, 700 kilometres in Stratford and 631 kilometres in South Taranaki.

Table 1: Taranaki's roading network statistics - as at 14 November 2014

Road type	Stratford	South Taranaki	New Plymouth	Total
Rural (km)	541.9	1,484.2	959.3	2,975.4
Urban (km)	40.8	140.2	323.5	504.5
Special purpose roads	14.2	-	6.8	21.0
Total local roads	596.9	1,624.4	1,282.8	3,504.1
State Highways	74.1 ⁷	159.6	157.4	391.1
Total all roads				3,916.2

Taranaki's extensive roading network provides vital access and communication links to/from and within the region. An appropriate network of roads are essential for the region's agricultural, petrochemical, forestry and tourism industries, and for maintaining access to widely scattered rural communities and a large number of individual households. This network has developed primarily in response to the needs of these groups, particularly primary producers.

⁶ A 'paper road' is a legal road that has not been formed, or is only partly formed. Legally it is a road and members of the public have right of access to travel it – though there may be logistical issues involved to do so. Also known as an 'unformed legal road' (ULR).

⁷ This figure excludes the 39.4 km of state highway in the Stratford District located within the Manawatu-Wanganui region. This portion of SH43 is likewise not accounted for in expenditure figures within the Plan, as the Transport Agency's costings are to the standard regional boundaries not to the district boundaries.

As shown in Figure 3, the **state highways** in the region are as follows:

- **State Highways 3 and 3A** link the region with the main centres to the north and south.
- **State Highway 43** which provides a link to the central North Island.
- **State Highway 45** which connects coastal residents to the rest of the region.
- **State Highway 44** which connects Port Taranaki to State Highway 3 in New Plymouth.

The region's state highways are of strategic value for Taranaki, with State Highway 3 being of particular significance. It is important to the viability of industries in Taranaki being able to compete in the North Island market and in overseas export markets, for regional tourism, and for access to other services and facilities in major centres outside Taranaki.

Roads will continue to be the dominant infrastructure for passenger and freight transport modes in the Taranaki region, particularly as the basis of the economy will remain orientated towards primary production which cannot, by character, be centralised. At this stage, the roading network is therefore the most effective way of servicing this region's widespread, low density population and agricultural economy.

Heavy vehicles

A significant proportion of freight in the region is carried by heavy vehicles using both the state highway and local roads network. To increase the productivity of the road transport and move more freight on fewer vehicles, the Land Transport Rules have been amended. A High Productivity Motor Vehicle (HPMV) permit is available to carry between 44 to 62 tonnes on identified routes and a 50MAX network-wide permit is available to travel at 50 tonnes over 9 axles throughout the entire network, with the exception of structures specifically excluded. The region

as a whole has embraced freight efficiency through joining up to provide HPMV and 50MAX where appropriate. All of SH3 in Taranaki is available to 50MAX and the majority is available to HPMV. Previous studies have shown that there is a comparatively high heavy vehicle intensity on Taranaki's roads, which can result in adverse impacts on local communities, as well as increased rate of wear and tear on the roading network.



Freight movements

Taranaki relies heavily on freight transport by road (95% of all freight movements from Taranaki in 2012⁸), with rail and coastal shipping also playing a role in moving freight within and into/out of the region. [*With the loss of container shipping via Port Taranaki, there is also the potential for increased rail and road movements of containers.*](#) Short intra-regional freight trips are predominantly by road, whereas rail is used for medium length inter-regional trips and coastal shipping is used for long distance inter-regional trips (or to avoid large urban agglomerations). However, this may also be a result of either the commodity mixtures carried into/out of the region and the relatively low time criticality of some commodities, or the relatively good infrastructure provision in the rail and maritime industries in the region.

⁸ National Freight Demand Study, March 2014, p193

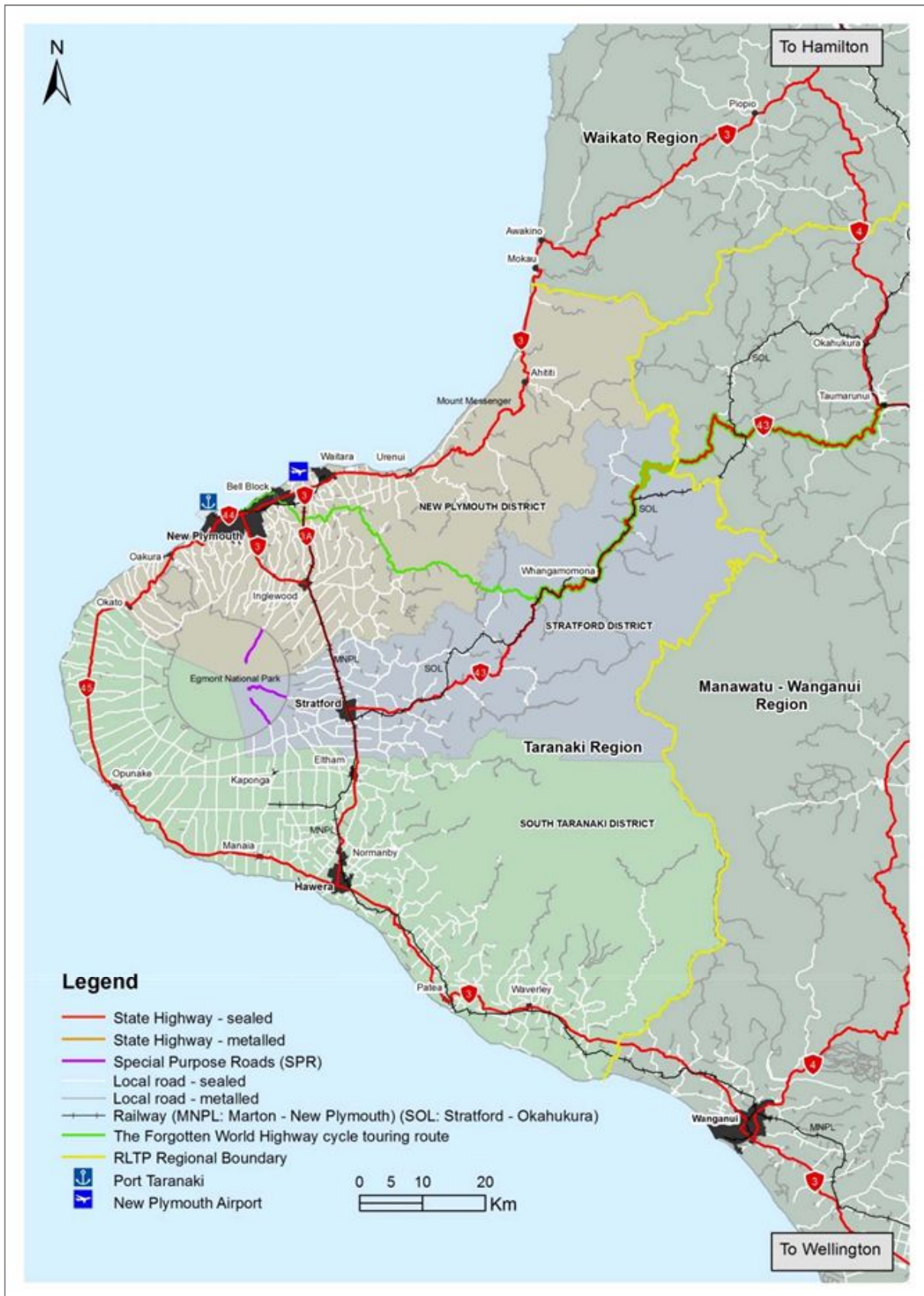


Figure 3: Overview of Taranaki's current regional land transport network

Rail network

The New Zealand railway network is owned and managed by KiwiRail, who operates all freight and most passenger services. Previously rail access into Taranaki has come from both the north-east and the south (refer to Figure 4).

- Access south (freight only) is via the Marton – New Plymouth Line (MNPL) which is largely co-located alongside SH3 and links Marton – Wanganui – Hawera – New Plymouth. Terminus is Smart Road (New Plymouth)
- Access north has historically been on the Stratford to Okahukura Line (SOL), at which point the North Island Main Trunk line is used to access Hamilton and beyond. In 2010 KiwiRail mothballed (i.e. retained for possible re-opening in the future) the SOL Line following a derailment at its northern end and consequential damage caused. Rail freight previously moved using this line is therefore now being moved to/from Taranaki via Marton and the North Island Main Trunk Line. Adventure tourism operator Forgotten World Adventures reached agreement with KiwiRail in 2012 to lease the line for their new venture using modified petrol golf carts on the rail line for tourists to travel between the line's termini at Stratford and Okahukura. The 30-year lease makes the company responsible for the line's maintenance and access control but allows KiwiRail to use the line in emergencies and to resume control of the line depending on future circumstances and opportunities.



Figure 4: Taranaki's rail network

Licensed industrial railway lines throughout Taranaki, include those for Fonterra (at Whareroa and Kapuni) and Ballance Agri-Nutrients (Kapuni). There are also industrial rail sidings at Ravensdown, Shell Todd Oil Services, Vector Limited and Port Taranaki.

During the life of the Plan, KiwiRail is proposing to maintain the network in Taranaki to its current level of service. On some sections of the Marton to New Plymouth line, the number of train movements is increasing, albeit moderately. There is the possibility of development of one or more natural aggregation freight hubs in the region in the next five years.

In addition to the Turnaround Plan in relation to rail, KiwiRail has responsibility to maintain the asset and to provide a level of service to its existing customers that meets their expectations. Any additional investments in the rail network in Taranaki will be driven by client demand. While KiwiRail has advised that there are potential developments in the region that could increase the use of the corridor for freight movement and therefore may result in further investment, these are all client driven and therefore no confirmation as to when that might occur, or what any increase in demand might actually look like, is able to be provided at the time of preparing the Plan.



Sea links

Port Taranaki, also known as the West Gate, is the only deep water west coast port in New Zealand. As the Taranaki region is New Zealand's only oil and gas producing province this industry provides continuous utilisation and profitability for the Port. The Port is operated by Port Taranaki Ltd and currently offers nine fully serviced berths for a wide variety of cargoes and vessels. Other cargoes through Port Taranaki include supplementary feed for the dairy industry, logs and fertiliser.

The Port is a key transport network hub for the Taranaki region and a major contributor to the economy. Investigations have indicated a Western Blue Highway (providing links to the South Island and eastern ports of Australia) could be viable. The *Tapuae Roa* strategy has flagged the intention to re-examine the business case for a New Plymouth to Nelson/Picton "roll-on, roll-off" link. Future developments associated with cruise ship infrastructure at Port Taranaki could also enable opportunities to connect with this growing market.



Air links

The New Plymouth Airport is the only fully commercial air freight and passenger airport in Taranaki. Other airfields in the region that are large enough to accommodate twin engine cargo planes include those at Hawera and Stratford. A number of private airstrips throughout Taranaki also provide access for top dressing aircraft. As with sea linkages, aircraft movements are not categorized specifically as 'land transport' modes in the Plan. However, it is becoming increasingly important to note the impact steady growth in passenger movements, and hence increased road traffic to and from the airport, have on Taranaki's transportation network.

Early 2016 saw the arrival of a second carrier at New Plymouth Airport (Jetstar), which has further contributed to passenger number growth. New Plymouth District Council took over the Crown's share of the airport in 2017 to give it 100 percent ownership. Increasing passenger numbers have supported New Plymouth District Council's decision for a major new redevelopment to cope with visitor growth, with construction of a new terminal underway in 2018. The Council has also developed plans to increase runway length if airlines opt to use larger aircraft. However, the intersection of Airport Drive with State Highway 3 requires significant upgrade (as part of a wider Waitara to Bell Block safety improvement programme).

2.7 Alternative modes

Passenger transport services

A fit-for-purpose cost-effective public transport service in Taranaki offers a number of potential environmental, financial and social benefits. However, the combination of low population density and geographical isolation can make the provision of cost-effective public transport services in the region difficult. Therefore, for a number of reasons (most often convenience), the use of private and/or company motor vehicles is the most favoured mode of travel in Taranaki.

The Taranaki Regional Council is the organisation responsible for planning for, and contracting of, public transport services in the region. Contracted bus services operate in New Plymouth, Bell Block, Waitara and Oakura urban areas and once-a-week inter-town bus services operate from smaller rural centres such as Waverley, Manaia and Opunake. The Council is heavily involved in a major inter-regional project to implement improved electronic ticketing systems throughout the bus network.

The Council partnering with the Taranaki District Health Board (TDHB), Western Institute of Technology at Taranaki (WITT) and local councils funded the Hawera to New Plymouth (Connector) bus service on a two-year trial from February 2014. Pleasingly the trial was so successful that the service and its funding is now proposed to sit within business as usual activities. The route along State Highway 3 provides a vital connection between south and north Taranaki. The Monday to Friday service operates four return services per day.

The Council also provides subsidised door-to-door transport for people with impairments throughout Taranaki through the Total Mobility Scheme. Contracted providers include New Plymouth Taxis, Energy City Cabs, Stratford Taxis, Ironside Vehicle Society and Driving Miss Daisy.

It is expected that the three local councils and Taranaki Regional Council will continue to support the Ride Share (car pooling) initiative as it continues to support other community transport options.



Walking and cycling

As a transport mode, cycling has many benefits to offer when compared with motor vehicles. These include low capital and running costs, greater access, increased potential health, minimal degradation of road surfaces, fewer emissions and less congestion. It is recognised that cycling in Taranaki occurs across a broad range of activities including: travelling to and from school, commuting to work, recreation and leisure, competitive sport and tourism. However, historically cycling in Taranaki has not received as much attention as other transport modes in the region.

On the local roads and state highways, cycling is often perceived as differing from, and therefore secondary to, other vehicular traffic.

Walking is often the quickest, most cost-effective and efficient method of undertaking a short trip, either to work or for recreational/social purposes.

Despite the wide range of benefits, the active transport modes of walking and cycling are not as common as private vehicle use. However, change is occurring in north Taranaki in particular, due to investments made through the Walking and Cycling Model Community Programme.



In June 2010, New Plymouth District Council was one of two Councils (the other was Hastings) awarded a combined \$7 million over two years to develop walking and cycling initiatives to encourage people out of their cars and onto shared pathways and streetscapes. New Plymouth branded their project "Let's Go".

Let's Go – Walk Ride Bus is all about getting people in New Plymouth district to choose walking, riding or taking the bus over using cars for short trips. Let's Go encompasses both infrastructure changes, such as pathway upgrades, as well as attempts at changing people's attitude and behaviour through things like cyclist skills training, travel planning, events and competitions. The project has had wide-ranging successes.

[Other walking and cycling initiatives \(such as a 'round the mountain' cycle route\) are also being considered as a means of encouraging an increased uptake of these alternative forms of transport, as well as encouraging more tourism/recreational opportunities.](#)

Cyclists and pedestrians are among the vulnerable road users who benefit from appropriately designed shared pathways which enable them to use a transport corridor alongside other transport modes without safety concerns (perceived or real) – be they motorists, motorcyclists, pedestrians, cyclists, horse-riders or another mode.



2.8 Key journeys including cross-boundary matters

It is useful to understand the key transport journeys within and through the region, specifically those on strategic intra or inter-regional corridors.

The key strategic corridors are:

Strategic Corridor	Strategic role
SH3 – north of New Plymouth	Freight and tourism route and access to Taranaki from the north.
SH3 – south of New Plymouth	Freight and tourism route and access to Taranaki from the south.
SH44	Freight route and access to Port Taranaki.
SH3A	Freight route and bypass of New Plymouth for inter-regional traffic.
SH43	Tourism, forestry and freight route and access to Stratford from the east.
SH45	Tourism route and access to New Plymouth and Hawera from coastal Taranaki.

Adjoining the Taranaki region are two other regional authorities: Waikato Regional Council to the north and Horizons Regional Council to the east and south.

The region’s transport opportunities, problems and risks do not stop at regional or district boundaries. Cooperation with adjoining local authorities is imperative in ensuring that a consistent and coordinated approach is taken to the management of any land transport networks that cross regional boundaries. In Taranaki, this means developing a coordinated approach with the Horizons Regional Council and Waikato Regional Council, as well as other regions along the western seaboard for coastal matters.

Figure 5 shows the location of Taranaki’s strategic cross-boundary transport links:

- State Highway 3 to the north of the region i.e. from Mount Messenger (Taranaki region) to Pio Pio (Waikato region) and beyond.
- State Highway 3 to the south-east of the region i.e. from Waverley (Taranaki region) to Wanganui (Manawatu-Wanganui region).
- East – West Transport Corridor.
- Coastal transport services – both north and south.
- State Highway 43 to the north-east i.e. from Whangamomona (Manawatu-Wanganui region but the Stratford district) to Taumarunui (Manawatu-Wanganui region).
- Route 40 i.e. between Ahititi (Taranaki region) and Ohura (Manawatu-Wanganui region).

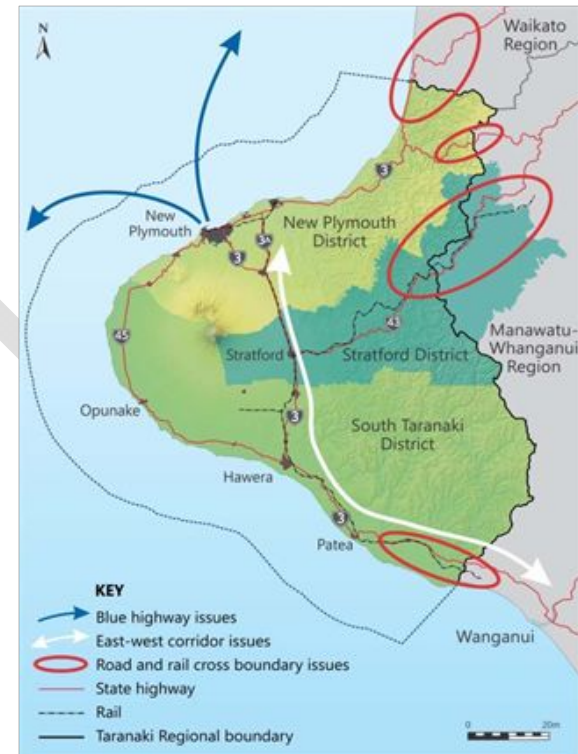


Figure 5: Taranaki’s strategic inter-regional corridor links

The following is an outline of the specific cross-boundary issues relevant to each of these areas.

Waikato cross-boundary corridors

State Highway 3 North: The priority inter-regional issue for the Taranaki region is the future route efficiency, safety and reliability of State Highway 3 travelling north over Mt Messenger, through the Awakino Gorge to Te Kuiti, Hamilton and beyond. Although located largely outside the Taranaki region, this section of the state highway network has a history of road closures due to its surrounding topography and limited access points. This route is also strategically important to the Taranaki region as the principal arterial transport route between the Taranaki and Waikato regions, [as well as beyond to Auckland and the Bay of Plenty](#). It is also ~~and is~~ vital to Taranaki's industry and commerce for access to northern markets and export outlets, for tourism linkages, and also for access to health, cultural and other services. An economic assessment of the strategic value of State Highway 3 between Taranaki and the Waikato region (undertaken by Venture Taranaki in 2012) confirmed the importance of this route and found that there is a case for greater priority to be placed on network improvement works on this section of the state highway network. <http://business.taranaki.info/content.php/page/the-road-ahead-economic-development-report-into-sh3-north>

A 'State Highway 3 Working Party' was established in 2002 to address these cross-boundary issues. This Working Party group consists of representatives from the Taranaki Regional Council, Waikato Regional Council, New Plymouth District Council, Waitomo District Council, Automobile Association, Road Transport Association, Transport Agency, Transfield Services and the NZ Police. The primary purpose of this group is to liaise, monitor, coordinate, advocate and collate information on the section of State Highway 3 between Pio Pio and the SH3/3A junction just north of New Plymouth.

Pleasingly, in late June 2014 this section of State highway 3 was identified by the government to be one of fourteen 'accelerated' regional roading projects - specifically, "Improving the safety, freight efficiency, and resilience of SH3 north of New Plymouth, including the investigation of new passing opportunities." Refer to Section 5.6

Accelerated Regional Roothing Package for more information. Members of the SH3 Working Party will be involved in the development of the detailed business case (investigation) of this accelerated project.

The SH3 Awakino Gorge to Mt Messenger Programme has progressed well since the Plan was released and involves three inter-related projects, which are in various stages of implementation:

- Corridor Improvements
- Awakino Tunnel Bypass
- Mount Messenger Bypass



Manawatu-Wanganui cross-boundary corridors

The following cross-boundary issues between Taranaki and Manawatu-Wanganui are important to the Taranaki region:

State Highway 3 South: State Highway 3 south of Taranaki is an important link with major urban areas such as Whanganui and Palmerston North, and from there to Wellington and Napier. As with the other two state highway routes traversing Taranaki's regional boundaries (i.e. SH3 North and SH43), there are limited alternative routes for those wishing to travel to/from the south. The focus for State Highway 3 South (which connects Taranaki to the Manawatu-Wanganui region) is on the maintenance of bridges to an appropriate standard to facilitate freight, safety and route resilience.

East-West Transport Corridor: This is a multi-modal (i.e. road and rail) transport corridor that moves goods across the country (presently mainly logs and fertiliser from the Hawke's Bay and Whanganui to Taranaki), providing efficiencies through the supply chain. There are also significant movements of dairy product along this corridor, particularly via rail. Milk is conveyed from the processing facilities at Oringi and Longburn to the Whareroa plant in Hawera (though this is likely to decline with the expected upgrade of Fonterra's Pahiatua site with a new milk powder dryer in 2015). There is also a large West-East counter flow from Taranaki, particularly export goods to other North Island ports, with strong volumes through Port of Napier. Other movement of cargo to Taranaki depends on the inter-regional transport network, frequency of shipping services and the relative competitive position between Port Taranaki and CentrePort, Port of Tauranga and Ports of Auckland.

State Highway 43 to Taumarunui: The key concern for this section of the state highway between Stratford and Taumarunui has been the sealing of 12 kilometres of the highway in the Tangarakau Gorge which remains unsealed. This corridor is increasingly popular as a tourist route connecting central North Island with the North Island's west coast and is promoted as the 'Forgotten World Highway'. [It has also been recognised in the *Tapuae Roa: Make Way for Taranaki Action Plan* as](#)

[important for providing improved options for tourism travel, economic opportunities for the small rural communities along the route and increased network resilience.](#)

Route 40: This route was reclassified from a 'state highway' to a local road during the 1991 State Highway Review process. It has been identified as an alternative route to State Highway 3 (north) should this route become impassable, and allows access to Mt Dampier Falls (which is a major tourist destination in Taranaki) and significant forestry blocks along the route.

Coastal cross-boundary corridors

Western Blue Highway proposals: Inter-regional domestic freight carried by coastal shipping has the potential to increase freight through Port Taranaki. The Taranaki region has therefore supported investigations by Port Taranaki into opportunities for allowing ro-ro (roll-on/roll-off) ships to berth at Port Taranaki, hence allowing for the carriage of truck and trailer units/containers between New Plymouth and Nelson. It is anticipated that this proposal would trigger an increased use of rail freight, along with an increase in heavy goods vehicles travelling along State Highway north of New Plymouth to Hamilton and Auckland.

Port Taranaki can provide much needed national resilience for inter-island freight, [noted as a key strategic objective under the *Draft Government Policy Statement on Land Transport 2018/19-2027/18*](#). A new container service between New Plymouth and the top of the South Island would offer resilience, with the current route's vulnerability exposed by the Kaikoura earthquake related damage to CentrePort and the road and rail network around Kaikoura.



3. STATUTORY CONTEXT

3.1 Land Transport Management Act 2003

The *Land Transport Management Act 2003* (LTMA), as amended from time to time, is the main statutory framework for land transport planning and funding in New Zealand.

The 2013 amendments to the LTMA (through the *Land Transport Management Amendment Act 2013*), made a number of significant changes to regional transport planning and funding:

- Regional land transport strategies and regional land transport programmes were replaced by a new single regional planning document – the regional land transport plan (RLTP), which combines elements of both former documents.
- The LTMA provides that the two planning documents previously in force expired on 30 June 2015. The new regional land transport plans (RLTPs) were required to be adopted by the region and lodged with the NZ Transport Agency by 30 April 2015.
- RLTPs are to be prepared every six years and reviewed every three years. This revised RLTP must be lodged with the NZ Transport Agency by [30 April/June 2018](#).
- RLTPs remain the primary instrument through which approved organisations access the National Land Transport Fund for land transport activities.
- The purpose of the Act (and therefore associated requirements for RLTPs) was changed to become, ‘to contribute to an effective, efficient and safe land transport system in the public interest’.
- RLTPs are required to ‘be consistent with’ the *Government Policy Statement on Land Transport* (GPS) for the corresponding period.

3.2 The Plan

Pursuant to the *Land Transport Management Act 2003* (LTMA), the Committee has prepared this revised Plan.

This Plan has been prepared by the Committee in conjunction with the NZ Transport Agency and the three territorial authorities and provides an opportunity for local communities to have a say in the delivery of land transport activities for the region.

The focus of the Plan is on detailed funding for the first three years. However, funding forecasts are also provided for an additional seven years. The Plan is reviewed and new programmes of activities prepared on a three-yearly cycle, though the Plan itself has a life of six years.

The Plan allows approved organisations and the Transport Agency to bid for funding for land transport activities in the Taranaki region from the National Land Transport Fund.

The form and content of the Plan are based on the ‘core’ content requirements of a regional land transport plan as set out in section 16 of the *Land Transport Management Act 2003* (refer **Appendix I**).

Pursuant to section 16(2)(a) of the *Land Transport Management Act 2003*, the Committee has assessed and is satisfied that the Plan complies with section 14 [Core requirements of regional land transport programmes] of the Act. Please refer to **Appendix II** for a summary of the Committee’s assessment.

3.3 Other statements, strategies and plans

Connecting New Zealand

On the 31 August 2011, the Minister of Transport released *Connecting New Zealand: a summary of the government's policy direction for transport*. This aims to summarise the government's broad policy direction for the transport sector over the next decade, in order to assist stakeholders to better understand how the government wants the transport system to develop over that period.

Connecting New Zealand is a non-statutory document which summarises a number of direction-setting documents for the sector, and supersedes the previous government's *New Zealand Transport Strategy 2008*. It draws together the policy direction that has been set out in a number of policy decisions and guidance documents over the last two years. These include the *National Infrastructure Plan*, the *New Zealand Energy Efficiency and Conservation Strategy*, the *KiwiRail Turnaround Plan* and *Safer Journeys: New Zealand's Road Safety Strategy 2010–2020*. Each of these documents provides detailed guidance on their particular areas of the transport system.

Connecting New Zealand sets out the government's objective for an effective, efficient, safe, secure, accessible and resilient transport system that supports the growth of the country's economy, in order to deliver greater prosperity, security and opportunities for all New Zealanders.

To deliver on its transport objective, *Connecting New Zealand* states that the government is focusing on three key areas:

- Economic growth and productivity
- Value for money
- Road safety

Government Policy Statement on Land Transport

The Government Policy Statement on Land Transport (GPS) is a document issued by the Minister of Transport every three years. It is the Government's

primary tool to communicate what it wants to achieve in land transport, and how it expects to see funding allocated between types of activity (such as roading, public transport and road safety) across the land transport system.

The GPS sets out the government's desired outcomes and funding priorities for the land transport sector and is the policy document that directly influences decisions on how funding from the National Land Transport Fund (NLTF) is invested for the next three year period. Correspondingly, it has a direct influence on the funding that is directed to regions for their transport activities as a Regional Land Transport Plan (RLTP) must be consistent with the GPS in accordance with LTMA requirements.

The finalised *Government Policy Statement on Land Transport 2015* (GPS 2015), under which the original Plan was created, was issued by the then Minister of Transport on 18 December 2014. This confirmed the Government of the time's priorities for the land transport system as being: economic growth and productivity, road safety and value for money.

~~While Since then a draft GPS 2018 was consulted on in mid-2017, with the subsequent change in Government occurring in the final quarter of 2017 bringing about brought with it significant changes in policy direction. These have taken some time to go through the necessary processes to embed these into guiding policy documents such as a revised draft GPS 2018.~~

~~Furthermore, an additional draft GPS 2018 was published in April 2018 as a consequence of this change in Government, with new strategic priorities and amended objectives/themes introduced. At the time of reviewing this Plan for the 2018-21 period, such documents were still not available. However, to assist the interim review of RLTPs in the meantime, the new Minister for Transport has released 'investment signals' as to what is likely to be within GPS 2018, which are outlined below.~~

~~The Government has identified through the new revised GPS a commitment to safety, liveable cities, regional economic development, protecting the environment, mode neutrality and delivering the best possible value for money. There are four new strategic priorities (outlining what the~~

Government wants to achieve in land transport) and associated objectives (providing direction for how these priorities should be achieved) specified as follows:

Safety - A land transport system that:

- is a safe system, free of death and serious injury.

Access - A land transport system that:

- provides increased access to economic and social opportunities

- enables transport choices and access

- is resilient.

Environment - A land transport system that:

- reduces the adverse effects on the climate, local environment and public health.

Value for money - A land transport system that:

- delivers the right infrastructure and services to the right level at the best cost.

The new Government has seven transport priorities:

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

The Government will invest strategically to achieve a land transport system that—

*— Is a safe system, free of death and serious injury

*— Improves access towards more liveable cities and thriving regions— the GPS focusses on how transport can enhance the well-being of people and the environment and significantly shift to providing more investment in public transport, walking and cycling

*— Ensures the land transport system enables better environmental outcomes— committed to reducing carbon emissions from transport by substantially increasing the use of lower emission modes, such as walking and cycling, providing frequent and affordable public transport, and supporting rail and sea freight. Lower emission transport options, like electric vehicles and biofuels, encourage efficient network and speed management is also key to this priority area

*— Delivers the best possible value for money.

There will also be an addition of guiding 'themes', with the most notable being a move to 'mode neutrality'.

In summary With these recent changes, there is has been a shift away from a focus historically on the land transport system being an enabler of economic growth (—largely through improved road corridors), towards a broader focus of it on being an enabler of access and improved liveability (—with including a move towards increasing use of public transport, rail, and active modes). While value for money is still a priority, this now will take into consideration a fuller range of benefits (such as social cohesion and environmental gains) as well as costs.

The GPS specifies a framework of Activity Classes as a means of achieving the results specified. There are 12 Activity Classes identified in the GPS 2018, including: public transport, rapid transport, walking and cycling improvements, local road improvements, regional improvements, state highway improvements, road policing, road safety promotion and demand management, state highway maintenance, local road maintenance, investment management and transitional rail. Each of these Activity Classes then provides funding ranges available for particular types of

transport activities. These funding ranges largely dictate the funding available to support activities listed in a regional land transport plan.

~~While the current general framework of Activity Classes is likely to be retained, the funding ranges assigned to each class in GPS 2018 are expected to change markedly.~~

~~A final GPS 2018 is expected to be announced by 30 June 2018.~~

Investment Assessment Framework

The [New Zealand](#) Transport Agency must give effect to the GPS when forming the National Land Transport Programme. The Investment Assessment Framework (IAF) is the method by which the Agency gives effect to the GPS by detailing the criteria against which investment decisions will be made.

~~A revised draft IAF for the 2018-21 National Land Transport Programme was released in April 2018 for public consultation. It will follow the release of the GPS. The IAF uses a holistic process based on the Business Case Approach (BCA). Activities and programmes are developed using BCA principles before assessment with the IAF and prioritisation using two factors (results alignment and cost-benefit appraisal) to determine how well they meet the government's investment strategy, defined in the GPS, and their priority for funding. The IAF is therefore used to support investment partners in developing land transport activities for inclusion in their regional land transport plans (RLTP), as part of the development and delivery of the NLTP.~~

~~A final IAF 2018 is expected to be announced by 30 June 2018.~~

Transport Agency Investment Proposal 2018-27

~~The draft Transport Agency Investment Proposal (TAIP) is the proposed programme of activities to be funded over the next 10 years from the National Land Transport Fund. It has been prepared by the New Zealand~~

~~[Transport Agency for consideration by Regional Transport Committees as part of their RLTPs to meet national and regional objectives.](#)~~

~~Once adopted in RLTPs (alongside any locally-led activities put forward), the activities within the TAIP will be submitted to the NZ Transport Agency Board, which will confirm a final programme of activities known as the National Land Transport Programme (NLTP), by 31 August 2018.~~

~~The draft TAIP is one element by which the Transport Agency gives effect to the draft GPS on land transport and its strategic priorities~~

National Land Transport Programme

The National Land Transport Programme is the mechanism through which the Transport Agency allocates funds to itself and approved organisations for land transport infrastructure and services.

The Transport Agency develops a NLTP every three years to give effect to the GPS. The NLTP sets out the activities that address the transport priorities of the GPS using the funding provided in the GPS for different activities.

To be included in the NLTP activities have to be:

- included in a regional land transport plan (including those concerning state highways) and proposed for funding from the National Land Transport Fund, or
- an activity that will be delivered nationally.

Regional Policy Statement for Taranaki

The *Regional Policy Statement for Taranaki* (RPS) became operative in January 2010. It aims to achieve the purpose of the *Resource Management Act 1991* (i.e. the promotion of sustainable management) by providing an overview of the resource management issues of the region and the policies and methods to achieve integrated management of the natural and physical resources.

The *Regional Policy Statement for Taranaki 2010* takes account of all those issues relating to resources such as land, water, and air that are of importance to the region, as well as putting in place policies and methods to achieve integrated management of those resources. While there is no specific 'transport' component to the RPS, there are a number of objectives, policies and methods of implementation which could have an effect on land transport planning (both directly and indirectly), as follows:

- The air and climate change section specifies the requirement to consider in the preparation of the RLTS strategy provisions to reduce emissions of greenhouse gases.
- The energy section identifies the need to maintain and implement an RLTS that encourages and promotes the efficient use of energy in the transport sector.
- The built environment section identifies resource management issues of regional significance, which have primary effect on Taranaki's built environment i.e. urban and rural settlements, telecommunications and utility networks, transportation systems, sewerage and water systems, dams and flood control structures, and recreational facilities.

Long-Term Plans

Under the *Local Government Act 2002*, a *Long-Term Plan* (LTP) is prepared by each council every three years and contains planning and financial information for the next 10 years. These plans describe how each council is to deliver the community outcomes agreed to by the local community, the level of rates expected for the three years of the Plan and other information pertinent to its community.

The programme activities outlined in this document for inclusion in this Plan, for the midterm review, are [those submitted to the Committee as at 12 November 2017](#). These are based on each organisation's own draft LTP for the period corresponding with the Plan. As such, these activities may be varied or withdrawn by the relevant approved organisation at any time, as each organisation reassesses their own priorities and options during their internal and public consultation processes. This refinement of

activities is required as each council goes through their own LTP development, or as more information becomes available about a specific project proposed. This is often particularly the case with estimated costs. As such, **the development of the Plan is very much an iterative process and given the complex nature of the activities involved is considered to be a snapshot in time that will continue evolving.**

Councils prepare and consult on their LTPs in the first half of 2018. This Plan has an impact on every LTP in Taranaki because the level of Government subsidy received will affect the size of each transport programme and the amount of income required from district or regional rates. For an activity to be included in the final RLTP it must first appear in an LTP. The reason for this is that the Government funding is a co-investment which can only be approved once the regional council or territorial authority has confirmed its share of the project cost (known as "local share").

Due to the timeframes set by central government, the RLTP is consulted on prior to the LTPs [however](#). Due to the timing involved, whereby each of the councils involved will only just be finalising their transport programmes within their Long-Term Plans at the end of June 2018, adjustments to the RLTP may therefore need to be made following this date.

Note that the Taranaki Regional Council's *Long-Term Plan* focuses only on those transport activities that the Council is responsible for, i.e. public passenger transport and Total Mobility services, and regional land transport planning and administration. Similarly, New Plymouth, Stratford and South Taranaki district councils are preparing their own long term plans (formerly long-term council community plans) which focus on their activities.

3.4 Plan partners and their roles

There are a number of key organisations involved in putting together regional land transport plans, as outlined below.

New Zealand Transport Agency

The NZ Transport Agency (Transport Agency) was established in August 2008, taking over the functions of Land Transport New Zealand and Transit New Zealand. The Transport Agency's objective is to carry out its functions in a way that will contribute to producing an affordable, integrated, safe, responsive and sustainable land transport system.

The Transport Agency plays a pivotal role in New Zealand's land transport planning and funding system. Its planning role is expressed through the three-year National Land Transport Programme, which contains all the activities that the Transport Agency has agreed to fund, or anticipates funding, over the first three financial years of this Plan. Further, the evaluation policy that the Transport Agency adopts has a strong influence on the kinds of projects and services that are funded.

The Transport Agency also provides guidance to regional transport committees on the development of regional land transport plans. With regards to the development of this Plan, the Transport Agency has two distinct roles to play. These are:

1. The state highways section of the Transport Agency, formerly known as Highways and Network Operations (H&NO), submits their programme of activities to the Committee for inclusion in the Plan.
2. The Taranaki Regional Council then submits the overall Plan to the Transport Agency for prioritisation and inclusion in the National Land Transport Programme. The Transport Agency must take into account the regional priorities when deciding on national priorities, but may end up with a different order of priority for activities. The Transport Agency cannot include anything in the National Land Transport Programme that has not been included in a regional land transport plan.

Taranaki Regional Council

The role of the Taranaki Regional Council with regard to this Plan is to:

1. Ensure that the Regional Transport Committee appropriately prepares and consults on a regional land transport plan every six financial years.
2. Consider and approve a regional land transport plan by the date specified by the Transport Agency (30 April 2015). If not approved the Council must forward the unapproved plan by the same date, along with reasons for not approving it.
3. Ensure that details of that regional land transport plan are correct in *Transport Investment Online* and confirm this to the Transport Agency.
4. Forward copies of that regional land transport plan to the Transport Agency and other parties listed in section 18F of the *Land Transport Management Act 2003* and make it publically available by 31 July 2015.
5. Vary the regional land transport plan in accordance with statutory requirements.

The Taranaki Regional Council is also an Approved Organisation in the region, with responsibility for various regional transport planning and coordination activities, along with responsibility for implementing and monitoring public transport services in the region. Therefore, in its role in regional planning and public transport it also submits a range of activities to the Plan.



Regional Transport Committee for Taranaki

The Regional Transport Committee for Taranaki (the Committee) includes representation from the Taranaki Regional Council, the New Plymouth, Stratford and South Taranaki district councils, and the Transport Agency.

It is one of the Committee's key responsibilities to prepare, review, vary and monitor the implementation of regional land transport plans.

If a territorial authority covers two regions they must decide which regional transport committee they wish to join. As previously noted, Stratford District Council (which lies partly in the Manawatu-Wanganui region) has agreed through a memorandum of understanding that they are included in the Taranaki region for regional transport planning matters.

Territorial Authorities

Territorial authorities participate in the land transport planning and funding system in a number of important ways. There are three territorial authorities in Taranaki –

- New Plymouth District Council (NPDC)
- Stratford District Council (SDC)
- South Taranaki District Council (STDC).

They have a number of regulatory, road safety, planning and ownership roles with regard to land transport. In particular, their role is to own and operate the local road network, including provision of infrastructure that facilitates walking and cycling activities. They control the local roads (that is, all roads that are not state highways) in their districts and are responsible for their maintenance and improvement.

Each territorial authority submits their district's programme of proposed land transport activities for the upcoming six financial years to the Committee for inclusion in the Plan.

New Zealand Police

The New Zealand Police contribute towards land transport objectives, in particular road safety, in a variety of ways. These activities range from drink-driving enforcement to community road policing and commercial vehicle enforcement.

The Minister of Transport retains responsibility for approving the funding the police will receive on the recommendations of the Transport Agency. Regional transport committees are required to consider the role of police activities in their regional land transport plans when they are developing them, but specific police activities do not form part of the regional transport plan. An assessment of the Plan's relationship with Police activities in the region is provided in **Appendix III**.

The Ministry of Transport is required to monitor and report on the delivery of police activities.

KiwiRail

KiwiRail, the New Zealand Railways Corporation, is a statutory body charged with managing the country's rail network. Rail has an important function in the region as a strategic and arterial route for freight traffic. KiwiRail therefore plays an integral part in the region's land transport network and has a keen interest in the overall efficiency and safety of the roading network, including road safety at level crossings.

As a state owned enterprise, KiwiRail funding and planning occurs separately to the rest of the transport network. The KiwiRail Turnaround Plan 2010 is the guiding document for KiwiRail investment. Subject to business cases, investment follows the Government's 10-year turnaround plan to turn around the rail industry and focuses on investment in the business's assets rather than an operating subsidy. KiwiRail is currently in discussion with the Ministry of Transport regarding a proposed future strategic plan for rail in New Zealand.

Regional Transport Advisory Group for Taranaki

The Regional Transport Committee's [advisory-Advisory group-Group \(RTAG\)](#) has carried out much of the detailed work associated with preparing this Plan. This group of technical staff from the region's approved organisations and the Transport Agency provide advice to the Committee through every step of the preparation and monitoring of the Plan. Other organisations may be invited from time to time to assist this advisory group.

Roadsafe Taranaki

Roadsafe Taranaki is made up of representatives from the three district councils in the region. This group works closely with the Road Safety Action Planning Group made up of representatives from the New Zealand Police, the Transport Agency, Taranaki District Health Board, Taranaki Regional Council and Accident Compensation Corporation. The three district councils have signed a Memorandum of Understanding whereby South Taranaki District Council is responsible for administering and delivering the Community Road Safety Programme on behalf of the group.

As part of its responsibilities, Roadsafe Taranaki has prepared and submitted the *Roadsafe Taranaki Strategy 2018-2021*. The Strategy sets out goals, objectives, and actions, including the estimated level of coordinator input required. Issues identified in the Strategy relate and link to the safer system including: intersections; speed/loss of control; alcohol/drug impaired driving; vehicle safety; education and licensing; cycling; walking; fatigue; restraints; and general coordination and administration. This Strategy has been submitted into *Transport Investment Online* (TIO) and forms part of this Plan.



What are 'approved organisations'?

'Approved organisation' is a defined term in the LTMA. It means a regional council, a territorial authority or a public organisation approved by the Order in Council process.

Being an approved organisation allows the organisation to receive funding from the National Land Transport Fund. Along with the Transport Agency, approved organisations deliver land transport activities and receive funding from the National Land Transport Fund to do so. It is these organisations that initiate proposals for land transport activities that are then taken up into the planning and funding processes under the LTMA. They are then responsible for applying for funding and delivering the activities.

Department of Conservation

Nationally, the Department of Conservation (DOC) are increasing their role as a Road Controlling Authority within the RLTP/NLTP process. For Taranaki, this means that 'DOC (Taranaki)' have entered a small Transport Programme into TIO requesting funding support for road maintenance and improvements from July 2018.

Venture Taranaki

[Venture Taranaki has provided a supportive role throughout the development of this Plan, with a particular focus placed on regional economic growth opportunities relating to future land transport activities/projects. They were also key partners in the development of the *Tapuae Roa: Make Way for Taranaki - Action Plan*, with key transport projects included for consideration and subsequent development. Venture Taranaki therefore assists in progressing strategic outcomes of the Plan through additional national and regional funding streams.](#)

3.5 Current guiding influences

The Plan and the proposed activities it contains are naturally heavily influenced by the policy environment in which they have been prepared. While this environment is complex, constantly evolving and multi-faceted, there are currently five key guiding influences which the Committee wishes to specifically outline here.

The Business Case Approach

The Transport Agency is transitioning to the Business Case Approach for all transport planning investment. New programmes/activities are expected to follow this approach, and this terminology is apparent in the activity tables in Section 5.

The approach breaks the activity development process into phases that have decision gateways. A project's business case is built progressively – starting with a strategic case, then a programme business case and progressing to an indicative business case and finally a detailed business case – with decision points along the way that determine whether the investment is worthwhile in relation to the desired outcome.

Strategic case – sets the strategic context and presents a shared understanding of the scale and significance of problems, the outcomes sought and the benefits desired. This stage is a central pillar to subsequent business case stages and enables the Transport Agency to provide early investment signals to partners. Investment Logic Mapping (ILM) is at the heart of this stage.

Programme business case – identifies an optimal mix of alternatives and options, but doesn't look at detailed solutions at this stage. The preferred programme could include a broad mix of activities that might be delivered by multiple parties over a period of time. This business case will receive official Agency support, including assessment of strategic fit. An anticipated effectiveness and efficiency assessment is also undertaken at a programme level.

Indicative business case – further develops specific activities. It provides a long list to short list of options and it recommends a preferred way forward as part of the short-listed alternatives. An indicative business case receives official Transport Agency support, including assessment of strategic fit and effectiveness, with anticipated efficiency assessment.

Detailed business case – confirms an activity that comes from the detailed programme (previously called 'package') of activities and confirms the overall assessment profile. It includes a more detailed reporting of economic, financial and commercial aspects of the activity.

More information on the Business Case Approach adopted by the Agency is available at - <http://www.nzta.govt.nz/planning/process/approach.html>

One Network Roading Classification

In 2012 the Ministerial Road Maintenance Taskforce found that sector adoption of a national road classification, with associated levels of service, could help to improve investment prioritisation across the country. To implement the Taskforce findings the joint local government / Transport Agency 'Road Efficiency Group' (REG) was established. In March 2013, a joint Project Team was established to develop the One Network Road Classification (ONRC).

The ONRC involves categorising roads based on the functions they perform as part of an integrated national network. The intention is that the classification will help local government and the Transport Agency to plan, invest in, maintain and operate the road network in a more strategic, consistent and affordable way throughout the country. It should also give road users more consistency and certainty about what standard and services to expect on the national road network.

The ONRC project has three elements.

1. The first is classifying roads into categories based on their function in the national network. This was completed in December 2013
2. The second element is the Customer Levels of Service (CLoS), which define what the fit for purpose outcomes are for each

category in terms of mobility, safety, accessibility and amenity. Provisional CLoS have been developed but they will remain provisional until they can be fully tested.

3. The third element is the development of the performance measures and targets, which effectively determine how the categories and customer levels of service translate into specific maintenance, operational and investment decisions.

Going forward, the ONRC will be used by local government and the Transport Agency to guide decision making.

The Funding Assistance Rate sets out the proportion of an activity that is paid by the National Land Transport Fund. It is important to note that in future, the Transport Agency will co-invest up to a level to achieve fit-for-purpose standards, which will be determined by the ONRC.

More information on the ONRC is available at - www.nzta.govt.nz/projects/road-efficiency-group/index.html.

Funding Assistance Rate Review

The Transport Agency has been undertaking a wide-ranging review of the Funding Assistance Rates (FAR) provided by central government for land transport activities. The FAR determines 'how the costs are split' between local authorities (local communities) and the National Land Transport Fund (direct land transport system users) in providing and maintaining the country's land transport network. This is a critical review, because it concerns how the Agency calculates the rate at which they co-invest in activities. This directly impacts on the level of Agency funding of all local authorities and therefore the amount of local share to be funded by ratepayers. A range of FAR Review outcomes were announced in November 2014, with resulting significant changes for approved organisations nationally. Some of these changes have been positive for two of the four organisations in the region, who will be receiving a higher overall FAR going forward. The review of some FAR, for example those relating to Special Purpose Roads (SPR) and Total Mobility services, will be ongoing during the period of the Plan.

Tapuae Roa: Make Way for Taranaki

The region's economic development strategy *Tapuae Roa: Make Way for Taranaki* has been in development since late 2016, and has brought together many strands of development. The Action Plan for this [will be was](#) released in early April 2018. All transport related projects outlined within [the Strategy Action Plan](#) have been included within the revised [Plan RLTP](#).

Provincial Growth Fund

The new Government which came into power in late 2017 announced a Provincial Growth Fund (PGF) aimed at lifting productivity in regions such as Taranaki. [The Fund is a potential and significant new funding source for infrastructure in the region. At the time of revising the Plan, details of how this Fund will operate \(particularly when in conjunction with the NLTF\) were still in development. What is becoming clear however, is that any](#) transport focused projects which aim to access the PGF, must be noted within this revised Plan. This is therefore an area which is being closely



monitored by the Committee, and necessary adjustments ~~will be~~ made to the Plan accordingly.

DRAFT

4. STRATEGIC DIRECTION

4.1 Vision statement

The overall vision for land transport in Taranaki is –

A safe, effective and efficient land transport network, integrated across the whole of the transport system, which enables Taranaki to thrive and to lead a sustainably prosperous New Zealand.

4.2 Strategic direction

The development of this Plan has reconfirmed the general strategic direction for Taranaki's land transport system as set in the *Regional Land Transport Strategy for Taranaki 2011-2041*, of –

Improved roading, with an increased provision for alternative modes.

This preferred strategic direction involves:

- strategic improvements to road and rail capacity, service provision and integration (i.e. from current roading/rail commitments and capacity)
- increased growth in public transport services – for both urban New Plymouth and other areas
- increased emphasis on alternative modes (i.e. walking/cycling) infrastructure provision and education/advocacy/promotion
- increased demand management practices implemented.

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

Note that the strategic direction is intended to describe a high level direction for Taranaki's land transport system. It is not intended to imply a required level of transport activity and therefore an associated level of transport funding during the Plan period.

4.3 Taranaki's transport issues and challenges

Taranaki is generally well connected and serviced from a roading infrastructural perspective relative to its size and population. However, there are roading and transport infrastructure issues that require ongoing attention if Taranaki is to meet its current and anticipated growth and development needs, and continue to significantly contribute to national growth and productivity.

The following is a summary of the transport problems, issues and challenges for the Taranaki Region, as identified in the *Regional Land Transport Strategy for Taranaki 2011-2041* and reconfirmed with key stakeholders during the development of the Plan. These also take into account national issues and priorities set out in *Connecting New Zealand*, the *Government Policy Statement on Land Transport 2018 (GPS 2018)* and the *New Zealand Energy Efficiency and Conservation Strategy 2001*.

The key issues and challenges for land transport in Taranaki can be summarised as how to best go about –

1. Ensuring a regionally and nationally **integrated transport network**
2. **Facilitating growth and economic development**
3. Reducing the **safety** risk on Taranaki's transport network
4. Maintaining and improving **accessibility and travel options** throughout the region
5. Ensuring **network resilience and responsiveness** in the context of internal and external pressures
6. Reducing negative **environmental and community impacts** arising from transport
7. Addressing these issues in an environment of **constrained funding and affordability** yet rising costs.

4.4 Land transport objectives, policies and measures

The following pages outline these issues along with the objectives, policies and measures (methods) that have been identified to address them.

The issues, objectives and policies identified on the following pages are summarised in Table 2 later in this document, along with policy codes used to reference these against activities 'programmed' in Section 5.

Issues and challenges	Objective and policies	Measures (methods)
1. Ensuring a regionally and nationally integrated transport network		
<p>Ensuring successful outcomes in land transport planning and delivery requires integration in several areas: interagency integration (including integration with adjoining local authorities); integration of land use and transport planning; and integration of modes. Integration at these various levels promotes cooperation, agreement on goals to be worked towards, mutually supportive actions and activities, improved effectiveness and efficiency and better value for money.</p> <p>Local and regional investment programmes need to be developed and optimised in the context of a whole-of-transport-system approach. This requires a one-network approach of working with and across partners, networks, modes and issues to develop an optimal and joined-up approach to delivering outcomes. It includes maximising the value of existing investments. The whole of network approach also recognises that some transport issues are at a wider spatial scale than Taranaki, lying outside the region.</p> <p>Related to economic development and changing demographic and land-use patterns comes the need to understand the effects of change and to plan accordingly.</p> <p>Enduring transport solutions are heavily reliant on integrated land use and transport planning, which includes modal integration.</p>	<p>An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness.</p> <p>Policies:</p> <ul style="list-style-type: none"> ▪ Take a one network approach to managing the transport system. ▪ Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner. 	<ul style="list-style-type: none"> ▪ Promoting integration of land use and transport planning. ▪ Promoting appropriate integration between land, air and sea modes of transport when developing and implementing land transport activities. ▪ Promoting cooperation between agencies when developing and implementing land transport activities and initiatives, including development of this Plan. ▪ Taking a one network approach – state highways, local roads, public transport, active modes – with supporting policies to promote efficiencies and collaboration. ▪ Promoting the integration of public transport networks with other modes (especially walking and cycling) through effective urban design. ▪ Improving processes for partners to work together to proactively plan for and address transport needs.

Issues and challenges	Objective and policies	Measures (methods)
<h2>2. Facilitating growth and economic development</h2>		
<p>The transport system needs to support economic development opportunities in the region, and contribute to the accessibility and efficiency of business activities and employment. This will enable the Taranaki region to maximise its contribution to national economic growth and productivity.</p> <p>Taranaki’s economy is expected to continue growing at a faster rate than the national economy over the next 30 years with employment and GDP projections in the oil and gas industry significant contributors to this growth. Recent announcements by the government to end off-shore exploration may alter this outlook in the future. Further growth is expected in agriculture, forestry and tourism. Taranaki currently has the highest GDP per capita in New Zealand.</p> <p>Taranaki may also become a key freight access point through the development of a ‘Western Blue Highway’ proposal which could see an expanded coastal shipping service along the west coast of New Zealand and between the South and North Islands from Nelson to New Plymouth. An ‘East-West’ corridor to Port Taranaki could also contribute to economic growth and productivity. This would be a multi-modal (road and rail) transport corridor that moves goods from the main production regions of the central North Island to Port Taranaki, and from there to the top of the South Island and/or markets in Australia and Asia. This link would also vastly improve resilience, both for freight and people movement, in a large scale emergency event such as volcanic eruption or another major earthquake.</p> <p>The transport network needs to be able to transport people and goods to, from and within the region safely, reliably and efficiently and without unnecessary restrictions or delays at all times – both now and in the future. The levels of service required to maintain the network, combined with the topographical nature of Taranaki and the fact that there are only two state highway routes entering/leaving the region (SH3 north and south and SH43 east), means that investment in maintenance and renewals of state highways is of major interest.</p> <p>There are road and rail network constraints on vital inter-regional corridors which are impacting on Taranaki’s ability to enhance its economic performance - on SH3 north of New Plymouth in particular.</p>	<p>An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.</p> <p>Policies:</p> <ul style="list-style-type: none"> ▪ Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors. ▪ Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports. ▪ Ensure those roads in the region serving tourism and the productive sector are fit for purpose. 	<ul style="list-style-type: none"> ▪ Recognising the role of an effective, efficient, integrated land transport infrastructure to lead or promote continued economic development and investment in agriculture, forestry, mining and quarrying (particularly oil and gas), engineering and tourism. ▪ Continuing incremental improvements to the overall performance of the whole transportation network, including rail, air and sea linkages – a one network approach. ▪ Ensuring a fit for purpose standard of transport infrastructure that will not only maintain but also enhance economic development in the region. ▪ Maintaining inter-regional corridors to ensure continued economic development opportunities. ▪ Improving inter-regional reliability and route security (i.e. State Highway 3 north and south bound and State Highway 43). ▪ Providing reliable land transport linkages to air and sea modes, including to and from New Plymouth airport, corridor protection of State Highway 44 (or a suitable alternative if feasible) to Port Taranaki, taking into consideration the possible expansion of Port and airport operations and facilities. ▪ Recognising the impact of inland freight hub developments. ▪ Promoting and supporting the sealing of SH43. ▪ Ensuring current and future reliability of the rail network to accommodate anticipated growth in freight movements. ▪ Identifying future growth pressures on the network and forward planning to address those pressures, including the impact of subdivision development. ▪ Identifying and addressing congested areas on the network particularly around New Plymouth. ▪ Improving the efficiency and effectiveness of existing networks for all transport modes (including rail, air and sea). This includes enabling

Issues and challenges	Objective and policies	Measures (methods)
<p>Taranaki experienced 5.3% population growth over the last census period (2006–2013), placing it tenth in population out of 16 regions in New Zealand. Stratford and South Taranaki saw small gains in population but New Plymouth experienced 7.7% population growth. The region as a whole is also experiencing solid tourism growth, particularly through New Plymouth airport, which is compounding growth issues.</p>	<ul style="list-style-type: none"> ▪ Protect and promote the existing rail corridors. 	<ul style="list-style-type: none"> more freight on fewer trucks through the national HPMV and 50MAX programmes. ▪ Addressing any deterioration in road surfaces and conflicts between heavy vehicles and other road users arising from industry growth.



Issues and challenges	Objective and policies	Measures (methods)
<h3>3. Reducing the safety risk on Taranaki’s transport network</h3>		
<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, not wearing seatbelts, 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 issues factor heavily in Roadsafes Taranaki’s collaborative road safety education programmes for the period of the Plan.</p> <p>The release of a <i>Speed Management Guide</i> in late 2016 has introduced a new national framework.</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 <i>Safer Journeys</i> and Roadsafes Taranaki. 	<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 Roadsafes 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 Central Region of a reduction in fatalities of around 40% and serious injuries of 25% by 2020.

Issues and challenges	Objective and policies	Measures (methods)
<h4>4. Maintaining and improving accessibility and travel options throughout the region</h4>		
<p>Transport is about access and participation. It makes sense to look for ways that people can access what they need as efficiently as possible, in a way that is economically, environmentally and socially sustainable for our region’s communities. In particular, Taranaki’s residents need to be able to access essential services (have good connectivity), be they within or outside of the region. This is especially relevant in relation to public health services for our communities, with regional health services primarily based at New Plymouth hospital, while more comprehensive specialist services are predominantly outside of the region in Hamilton – meaning inter-regional travel north on SH3 is vital. Centralisation of other social services such as tertiary education similarly requires travelling to New Plymouth or beyond the region’s boundaries. Transport is a vital enabler of social interaction, as well as of change, growth and development.</p> <p>Significant numbers of residents are travelling between north and south Taranaki to access employment or education outside of their resident district. This brings related challenges/opportunities for service and infrastructure provision to support these work/live patterns.</p> <p>Demographic aspects of the Taranaki region (including relatively low and dispersed populations) has implications for the provision of cost effective and viable public transport services and increased mobility. Taranaki has higher proportions of elderly and youth than the national average and this is likely to continue. This has a corresponding responsiveness challenge of ensuring that the transport needs of these groups, who are more likely to rely on public transport for access to schools and health services etc., are met now and in the future. Further, a changing demographic profile (a generally ageing population with a growth in urban areas as there is a move in population from rural to urban centres) is driving different transport needs across the region, presenting challenges in planning and funding appropriate transport responses to ensure mobility is maintained. Restricted funding for public transport means other transport solutions will be needed.</p> <p>In transport, as in any network, managing demand can be a cost-effective alternative to increasing capacity. A demand management approach to transport also has the potential to deliver better environmental outcomes, improved public health, stronger</p>	<p>A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.</p> <p>Policies:</p> <ul style="list-style-type: none"> ▪ 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. ▪ Optimise existing capacity in the transport network through travel demand management measures and improved use of technology. ▪ Ensure a range of travel options are 	<ul style="list-style-type: none"> ▪ Promoting the development of secure, reliable and efficient land transport infrastructure to provide appropriate access to public health services and facilities. ▪ Improving access to public health services and facilities, employment or social services, and therefore social interaction. ▪ Ensuring that opportunities for access to health, education, employment and leisure activities are catered for. ▪ Providing efficient, reliable, cost effective and viable public transport services in the region. ▪ Providing safe walking/cycling infrastructure and services. ▪ Promoting active modes of transport (e.g. walking and cycling) and hence increased opportunities for physical activity and social interaction. ▪ Supporting the Let’s Go project aims of enabling, educating and encouraging people to make the shift from cars to walking and cycling. ▪ Recognising the needs of the transport disadvantaged (e.g. those that do not have access to a private motor vehicle). ▪ Encouraging use of alternative transport modes that would enhance public health and safety, and minimising conflicts between traffic types. ▪ Promoting the use of travel demand management tools to make better use of existing transport capacity. ▪ Developing opportunities for greater travel choice in the region and a range of alternatives to the private motor vehicle. ▪ Considering the needs of all users (particularly the elderly, young, or those with impairments) when developing new public transport initiatives, walking and cycling infrastructure and roading infrastructure.

Issues and challenges	Objective and policies	Measures (methods)
<p>communities, and more prosperous and liveable cities. Travel demand management (TDM) is a collection of measures used to make best use of the existing network and reduce the demand for travel, particularly by single occupancy vehicles. TDM measures also seek to modify travel behaviour and mode choice decisions so as to reduce the negative impacts of car use. Measures include road network management tools, land use policies, behaviour change tools, economic pricing measures and new technology. TDM measures can have a wide range of benefits relating to transport efficiency, economic growth, relief of severe traffic congestion, journey time reliability, travel choices, environmental sustainability, public health, improved road safety. TDM can help us to optimise the use of our region’s transport network and encourage sustainable transport choices.</p> <p>Different forms of transport can positively impact an individual’s overall level of health by providing a convenient way to exercise and making it easier for people to participate in society. New Plymouth’s Model Community project, Let’s Go, has demonstrated the value of a focused and comprehensive programme of activity enabling, educating and encouraging active transport modes. Government co-funding for the model communities project is potentially time limited and is not guaranteed into the future. An Urban Cycleways Fund was created in August 2014 however which may provide an alternative funding source to support the cycling component of this work (refer to Section 6.1 for more information).</p>	<p>available to the region’s residents.</p>	<ul style="list-style-type: none"> ▪ Providing multi-modal travel choices for our communities in a well-integrated manner in order to ensure appropriate access, connectivity and resilience. ▪ Providing for daily commuter movement between north and south Taranaki to access employment or education opportunities, including park-and-ride facilities to support the use of carpools, vanpools and public transport. ▪ Providing the ‘Connector’ Hawera to New Plymouth regional daily bus service connecting north and south Taranaki.



Issues and challenges	Objective and policies	Measures (methods)
<h2 style="text-align: center;">5. Ensuring network resilience and responsiveness in the context of internal and external pressures</h2>		
<p>The regional land transport system is vulnerable to global, national, regional and sub-regional pressures, both economic and environmental, which present challenges for providing efficient and resilient networks.</p> <p>Lifelines are the essential infrastructure and services that support the life of our community - water, wastewater and stormwater, electricity, gas, petroleum, telecommunications, and transportation networks including road, rail, airports and ports. Identifying key regional infrastructure vulnerabilities and interdependencies is a crucial aspect of providing a resilient land transport system. Robust assets or satisfactory alternative service continuity arrangements are key. A <i>Taranaki Lifelines Vulnerabilities Study</i> is underway in 2018 through the Civil Defence Emergency Management (CDEM) Group. This will provide much needed guidance on resilience issues related to transport infrastructure, including around the threat of volcanic activity from Mt Taranaki, flooding and earthquakes.</p> <p>Global climate change is expected to result in more severe weather events that could have significant impacts on transport networks and infrastructure. Resilience is already an issue on SH3 north, but the ability to protect routes such as SH3 north which provide key lifeline functions will become both more challenging and more essential over time. Planning is needed now in respect of climate change effects to ensure resilient infrastructure.</p> <p>The ability to respond to growth changes is far slower than the growth and resulting issues created. Flexibility is needed (lead versus lag infrastructure) to respond more quickly and to predict issues – yet funding is difficult to access until problems are already evident.</p>	<p>A land transport system that is robust, responsive to changing needs and resilient to external influences.</p> <p>Policies:</p> <ul style="list-style-type: none"> ▪ Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change. ▪ Protect routes with lifeline functions. 	<ul style="list-style-type: none"> ▪ Identifying potential network resilience issues and taking steps to remedy these. ▪ Ensuring that roading structures carrying key lifeline utilities are reliable, particularly bridges. ▪ Ensuring appropriate transport incident management processes are in place. ▪ Supporting the Taranaki Lifelines Advisory Group in identifying key regional infrastructure vulnerabilities and preparing for any infrastructure outage incidents. ▪ Reduce infrastructure outage risks and minimise restoration time when outages occur. ▪ Promoting the retention and maintenance of the SOL railway line to enable future opportunities to be realised. ▪ Supporting initiatives that provide greater flexibility to address emerging issues in a proactive way.



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Issues and challenges	Objective and policies	Measures (methods)
<h2 style="text-align: center;">6. Reducing negative environmental and community impacts arising from transport</h2>		
<p>Transport is currently responsible for about one-fifth of New Zealand’s climate changing greenhouse gas emissions and these are anticipated to increase over time. An increased use of alternative and energy efficient transport modes is needed to combat transport emissions.</p> <p>It is anticipated that oil prices will rise over the next 30 years with access to cheap oil supplies diminishing. The resulting fuel price fluctuations could result in significant social and economic impacts. Communities that have a well-integrated range of transport options available will be more resilient to external influences such as fuel price changes.</p> <p>The construction, maintenance and operation of the land transport system can have significant adverse impacts on the surrounding environment. The transport system also uses increasing volumes of non-renewable resources such as land, aggregates and fuel, which means (if not managed appropriately), it will become increasingly unsustainable.</p> <p>Technology advances, from more energy efficient modes of transport through to digital technologies which provide improved real time information on travel options for individuals, mean that transport is in a revolutionary phase.</p> <p>In 2016 New Zealand ratified a new international climate change agreement under the United Nations Framework Convention on Climate Change. Known as the Paris Agreement, New Zealand's current stated target under the agreement is to reduce greenhouse gas emissions by 30 percent below 2005 levels by 2030.</p>	<p>An energy efficient and environmentally sustainable land transport system.</p> <p>Policies:</p> <ul style="list-style-type: none"> ▪ Ensure transport efficiencies, promote alternative modes and manage transport demand. ▪ Encourage development of infrastructure and technology that promotes the use of alternative vehicle types (e.g. electric vehicles). 	<ul style="list-style-type: none"> ▪ Promoting energy efficiency, particularly via the promotion of alternative modes of transport, and alternative fuels. ▪ Supporting land transport initiatives, projects or activities that reduce greenhouse gas emissions arising from the land transport network, such as through walking, cycling and public transport or enhanced network efficiency. ▪ Encouraging and supporting more energy efficient transport modes such as walking, cycling, public transport services and increased vehicle occupancy. ▪ Promoting land use and transport planning initiatives that reduce the need to travel. ▪ Addressing adverse environmental effects associated with transport, including emissions to air, noise and vibrations and the discharge of water pollutants from road runoff. ▪ Ongoing consideration of possible heavy vehicle bypass routes of residential/commercial areas where appropriate.
<p>The recently released <i>Tapuae Roa: Make Way for Taranaki Strategy 2017</i> identified a new Clean Energy Development Centre and a Hydrogen Energy Ecosystem as candidates for future investment in Taranaki. These have attracted financial support through the Provincial Growth Fund, helping Taranaki become a future hub for the development and testing of clean energy technologies.</p>		

Issues and challenges	Objective and policies	Measures (methods)	
Issues and challenges	Objective and policies	Measures (methods)	
<h2 style="text-align: center;">7. Addressing these issues in an environment of constrained funding and affordability yet rising costs</h2>			
<p>The Taranaki region has large roading networks (7% of New Zealand’s rural sealed local roads, 5% of the country’s total (sealed and unsealed) local roading network and 4% of all state highways) relative to the size of its population and land area (at about 3%). The reason for this is primarily because Taranaki has intensive agricultural land use patterns with a consequent need to provide efficient local and state highway roading networks to service the region’s widely dispersed rural communities and connect population centres, processing and manufacturing sites, export outlets and markets.</p> <p>Rising costs coupled with declining national revenue and constrained funding at both national and local levels is impacting the ability to manage and develop our land transport system. Councils’ challenge in funding the local share of transport costs (particularly with decreases in Funding Assistance Rate provision from Government) prevents many transport initiatives from being progressed. Furthermore, reductions in real terms of maintenance and operational budgets despite natural cost escalations mean that existing levels of service (LOS) must be reduced in some areas. There is therefore an even greater than usual need to drive efficiencies through a range of transport measures in order to get the most out of existing networks. Ensuring value for money and optimising existing transport networks for the best outcomes is fundamental.</p> <p>An important aspect of maintaining and improving network efficiency relies on recognition of a hierarchy or classification of roads and infrastructure based on the function they perform, and subsequently by maintaining levels of services that are appropriate and fit-for-purpose to that hierarchy or classification. Implementing fit-for-purpose customer LOS throughout the region as per the One Network Roding Classification (ONRC) should assist Approved Organisations to maximise the value of their existing investments. It must be recognised however, that this implementation may well result in a reduction in existing LOS for some parts of the network – with corresponding challenges for those negatively impacted on by these investment decisions.</p> <p>Regional (R) Funds, which allocated a specific portion of transport revenue to each region on a population basis, proved to be a vital funding source for regions such as Taranaki whose transport improvement projects are generally not considered to be of sufficient national priority to compete against the metros for National (N) Funds. With R Funds ending in March 2015, there is a need to strongly compete for alternative funding opportunities – such as the new Regional Improvements activity class included in GPS2015, the Accelerated Regional Roding Package announced by the National Party in June 2015, and Royalties for Regions (ensuring that a portion of the public takings from the oil and gas industry remains in the region).</p>	<p>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.</p> <p>Policies:</p> <ul style="list-style-type: none"> ▪ Maximise efficiency and optimisation of existing capacity across the transport system. ▪ Ensure road standards are developed to meet ONRC requirements and support land use change. 	<ul style="list-style-type: none"> ▪ Recognising a hierarchy or classification of roads and infrastructure based on the function they perform, and subsequently adopting and maintaining levels of services appropriate and fit-for-purpose to the role or function of the roading infrastructure in the transport network. ▪ Ensuring sufficient funding of strategic transport infrastructure so as not to hinder future economic growth and development ▪ Maximizing network efficiency on the roading network, including through the travel demand management practices. ▪ Promoting and supporting land use and transport planning initiatives that reduce the need to travel or which enhance network efficiency. ▪ Optimising existing infrastructure through proven asset management practice. ▪ Advocating for appropriate funding for Taranaki’s land transport infrastructure and related activities. ▪ Advocating for a portion of levies from petroleum exploration to come back to the region. 	

4.5 Statement of regional transport priorities

The Committee has identified key transport priorities for the region over the next 10 years as required under section 16(2)(a) of the LTMA. These priorities help to provide further definition to the objective statements.

The region's priorities for the funding of transport activities over the next ten years are:

- Maximising efficiency and optimisation of existing capacity across the region's transport system, including through travel demand management measures.
- Infrastructure improvements on state highways and other strategic corridors that improve safety, security and/or reliability, thereby removing constraints to growth in freight, tourism and people movement.
- Providing a safe transport system increasingly free of death and serious injury.
- Maintaining appropriate levels of service on the network to ensure each component is fit for purpose.
- Ensuring the network is increasingly resilient to natural events, unplanned closures and changes in demand through incremental improvements and increased one network thinking.
- Integrating land use planning and transport planning more closely to provide generations to come with optimised transport links.
- Promoting and supporting alternative modes to the private motor vehicle (such as public transport, walking and cycling).



Table 2 – Taranaki RLTP policy framework summary (as amended through ILM process as part of mid-term review)

#	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	<ul style="list-style-type: none"> Take a one network approach to managing the transport system.
			I2	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.
			G2	<ul style="list-style-type: none"> Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.
			G3	<ul style="list-style-type: none"> Ensure those roads in the region serving tourism and the productive sector are fit for purpose.
			G4	<ul style="list-style-type: none"> Protect and promote the existing rail corridors.
3	Reducing the safety risk on Taranaki's transport network	A safe transport network increasingly free of death and serious injury.	S1	<ul style="list-style-type: none"> Promote infrastructure improvements on strategic corridors.
			S2	<ul style="list-style-type: none"> Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users.
			S3	<ul style="list-style-type: none"> Support the aims of <i>Safer Journeys</i> and Roadsafe Taranaki.
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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Optimise existing capacity in the transport network through travel demand management measures and improved use of technology.
			A3	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change.
			R2	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Ensure transport efficiencies, promote alternative modes and manage transport demand.
			E2	<ul style="list-style-type: none"> Encourage development of infrastructure and technology that promotes the use of alternative vehicle types (e.g. battery or fuel cell electric vehicles).
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	<ul style="list-style-type: none"> Maximise efficiency and optimisation of existing capacity across the transport system.
			F2	<ul style="list-style-type: none"> Ensure road standards are developed to meet ONRC requirements and support land use change

5. REGIONAL 'PROGRAMME' OF ACTIVITIES

This section outlines the land transport activities being proposed for funding during the six years of the Plan – the regional 'programme' of activities.

These proposed activities are divided into two categories in accordance with the policy that the Committee adopted for this purpose (refer to the right):

Proposed 'business as usual' activities

These activities were included automatically in the Plan without being prioritised by the Committee. 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. These activities are outlined in Table 3, Section 5.1.

Proposed 'regionally significant' activities

These activities were determined by the Committee to be of regional significance and therefore requiring to be prioritised (ranked) for funding. This ranking is used to influence what activities should be implemented with the funding available and when they are to be implemented. These activities are outlined in Table 5, and the process followed is outlined in Section 5.2.

The tables of activities within this section have been fully revised as part of the mid-term review. Figures for the first two years of the Plan, 2015/16 and 2016/17, now reflect actual expenditure; with the remaining years of the Plan showing updated forecasts.

Policy for determination of 'significant activities' within the Plan requiring prioritisation

For the purpose of Section 16(3)(d) of the Act, a **significant activity** is any of the following activities put forward by an approved organisation:

- Roothing improvement projects on state highway and/or local road networks that have significant network, economic, safety and/or land use implications.
- Significant improvement activities to services, infrastructure and/or administration of public transport.
- Significant improvement activities that would encourage or facilitate the use of alternative land transport modes such as walking or cycling.
- Significant activities, including studies, which relate to inter-regional connections and/or require cooperation with other regions.
- Significant activities relating to road safety.
- Activities which make a significant contribution to the objectives of the Plan.
- Any other activity that the Regional Transport Committee considers to be significant.

The following activities are **not considered significant** (excluded) for the purpose of section 16(3)(d) of the Act:

- Committed activities
- 'Business as usual' activities including:
 - State highway maintenance, operations and renewals
 - Local road maintenance, operations and renewals
 - Local road or state highway minor improvements
 - Existing public transport services

Tables 3, 4 and 5 provide a summarised list of the activities. If greater detail on a specific activity is required, it can be sought from the organisation responsible for the project either directly or through their Long-Term Plan (LTP) or the NZ Transport Agency's equivalent, the State Highway Investment Proposal (SHIP). All details are subject to change following LTP and SHIP processes.

5.1 Proposed 'business as usual' activities

Table 3 outlines the activities proposed for inclusion in the Plan that are classed as '**business as usual' activities** – as per the Plan's Significance Policy.

These activities are considered a continuation of the yearly programme of work and therefore more *status quo* in nature. As such they are

automatically included in the Plan and not subject to regional prioritisation – they would default to the highest possible priority as they endeavour to maintain the region's base land transport assets and services.

These activities generally run for the full six year duration of the Plan, with the exception of some of the Transport Planning work which is project specific.

Table 3: Proposed 'business as usual' activities in the Taranaki region

Activity class	Activity name	Phase type	Total cost estimate (\$)							Expected funding source ⁹	Requested NLTFund share (\$)	Contribution to regional policies ¹⁰
			NLTP 2015-18			NLTP 2018-21			6 year RLTP			
			2015/16 (Actual)	2016/17 (Actual)	2017/18 (Forecast)	2018/19 (Forecast)	2019/20 (Forecast)	2020/21 (Forecast)				
Department of Conservation (Taranaki)												
Local road maintenance	Maintenance, Operations & Renewals Programme 2018-21	SPR	-	-	-	11,556	11,556	11,556	34,668	N (51%) & C	17,679	G1, G3, S3, A1, F2
Local road improvements	Low cost / low risk improvements 2018-21	SPR	-	-	-	-	-	100,000	100,000	N (51%) & C	51,000	S1, S2, S3, G3
NZ Transport Agency (Highways component)												
State highway maintenance	Maintenance, Operations & Renewals Programme 2018-21	State Highways	11,145,988	14,039,951	15,977,492	19,274,020	19,135,270	17,479,418	97,052,139	N (100%)	97,052,139	I1, I2, G2, G3, S1-S3, A1, A2, R2, F1, F2

⁹ Refer to Section 6 for an explanation of the different funding sources – Local (L) Funds, National (N) Funds, Crown (C) Funds

¹⁰ Refer to Table 2 for an explanation of the abbreviations used in this column for regional policies

Activity class	Activity name	Phase type	Total cost estimate (\$)						Expected funding source ⁹	Requested NLT Fund share (\$)	Contribution to regional policies ¹⁰	
			NLTP 2015-18			NLTP 2018-21						6 year RLTP
			2015/16 (Actual)	2016/17 (Actual)	2017/18 (Forecast)	2018/19 (Forecast)	2019/20 (Forecast)	2020/21 (Forecast)				
State highway improvements	Low cost / low risk improvements 2018-21	State Highways	584,251	1,227,250	3,702,771	1,761,560 950,000	1,801,714 950,000	1,832,727 950,000	10,910,273 8,364,272	N (100%)	10,910,273 8,364,272	I1, I2, G2, G3, S1-S3, A1, A2, R2, F1, F2
New Plymouth District Council												
Local road maintenance	Maintenance, Operations & Renewals Programme 2018-21	Local roads	10,721,583	11,086,461	12,507,820	13,369,000 12,398,000	13,765,000 12,518,000	14,148,000 12,598,000	75,597,864 71,829,864	N (51%) & L	38,554,910 36,740,446	I1, I2, G2, G3, S1-S3, A1-A3, R1, R2, F1, F2
		SPR	25,608	11,005	101,387	35,000	35,000	36,000 35,000	244,000 243,000	N (100%)	244,000 243,000	I1, G1, G3, S1-S3, A1, R1, R2, F2
Local road improvements	Low cost / low risk improvements 2018-21	Local roads	988,873	1,092,026	1,177,101	1,852,525 1,836,000	1,889,612 1,836,000	2,931,105 1,836,000	9,931,242 8,766,000	N (51%) & L	5,064,933 4,480,549	S1-S3, G3, A3, I2
		SPR	-	-	-	30,270 30,000	30,876 30,000	31,554 30,000	92,700 90,000	N (+0075%)	69,525 90,000	S1, G3, R1
Investment management	Development of AMP and associated studies	Programme BC	-	-	-	101,000 100,000	103,000 100,000	105,000 100,000	309,000 300,000	N (51%) & L	157,590 153,000	All
Stratford District Council												
Local road maintenance	Maintenance, Operations & Renewals Programme 2018-21	Local roads	3,864,963	4,332,756	5,856,630	5,429,830 5,227,735	5,434,285 5,227,735	5,438,850 5,227,735	30,357,314 29,737,554	N (57%) & L	17,303,668 18,312,393	I1, I2, G1, G3, A1, R1, R2, F1
		SPR	130,793	94,547	247,095	181,216	181,216	181,216	1,016,083	N (100%)	1,016,083	I1, I2, G1, G3, A1, R1, R2, F1
Local road improvements	Low cost / low risk improvements 2018-21	Local roads	310,182	405,159	482,581	777,241	713,941	806,741	3,495,845	N (57%) & L	1,992,632	S1, S2, S3, G3
		SPR	-	-	18,593	409,601	9,061	9,061	445,776	N (+0075%)	334,332 445,776	S2, S3, G3
South Taranaki District Council												
Local road maintenance	Maintenance, Operations & Renewals Programme 2018-21	Local roads	18,972,486	12,710,818	12,321,981	13,670,700 13,420,700	13,570,700 13,420,700	13,570,700 13,420,700	84,817,385 84,267,385	N (57-8%) & L	49,194,083 46,022,850	I1, I2, G1-G4, S1, A1, A2, R1, R2, F1, F2

Activity class	Activity name	Phase type	Total cost estimate (\$)							Expected funding source ²	Requested NLT Fund share (\$)	Contribution to regional policies ¹⁰
			NLTP 2015-18			NLTP 2018-21			6 year RLTP			
			2015/16 (Actual)	2016/17 (Actual)	2017/18 (Forecast)	2018/19 (Forecast)	2019/20 (Forecast)	2020/21 (Forecast)				
Local road improvements	Low cost / low risk improvements 2018-21	Local roads	1,140,230	1,108,026	976,802	1,932,000 1,100,000	1,898,000 1,100,000	1,849,000 1,100,000	8,904,058 6,525,058	N (57-8%) & L	5,164,353 4,020,000	S1-S3, A1, R1, R2
Road safety promotion	Road Safety Promotion 2018-21 (Community Road Safety)	Implement.	205,243	207,747	254,500	195,675 250,000	195,675 250,000	195,675 250,000	1,254,515 1,417,490	N (6258%) & L	727,618 878,844	S1, S2, S3, I1, I2
Road safety promotion	Road Safety Promotion 2018-21 (Community Road Safety)		-	-	-	59,325	59,325	59,325	177,975	N (58%) & L	103,225	S1, S2, S3, I1, I2
Road safety promotion	Road Safety Promotion 2018-21 (Cycling Education – Let's Go)	Implement.	-	-	-	400,000	400,000	400,000	1,200,000	N (6258%) & L	696,000 744,000	S1-S3, I1, I2, A3, E1
Taranaki Regional Council												
Public transport	Public Transport Programme 2018-21 (includes infrastructure)	Operations	2,381,894	2,533,542	3,332,458	3,220,140 3,227,900	3,301,700	3,394,200	18,163,934 18,171,694	N (51%) & L	9,263,606 9,267,564	A1, A2, A3, E1
Public transport	Low cost / low risk improvements 2018-21	Public transport	234,006	225,659	305,000	331,000	290,000	290,000	1,675,665	N (51%) & L	854,589	A1, E1
Public transport	Regional Integrated Ticketing (implementation)	Public transport	-	-	-	331,000	290,000	290,000	911,000	N (51%) & L	464,610	A1, E1
Public transport	Regional Integrated Ticketing (operational costs)	Public transport	-	-	-	15,000	15,000	15,000	45,000	N (51%) & L	22,950	A1, E1
Public transport	Regional Integrated Ticketing (operational support costs directly from supplier)	Public transport	-	-	-	49,255	57,163	57,163	163,581	N (65%) & L	106,328	A1, E1
Investment management	Regional Land Transport Planning Mgmt 2018-21 (WC1)	Programme BC	101,242	129,643	70,646	134,881	137,578	140,330	714,320	N (51%) & L	364,303	I2, A1, E1
Investment management	Transport Planning (WC3)	Programme BC	2,000	41,810	83,246	40,000	35,110	35,222	237,388	N (51%) & L	121,068	I2, A1, E1
Investment management	Transport Planning (WC4)	Programme BC	-	-	-	-	15,000	15,000	30,000	N (51%) & L	15,300	I2, A1, E1

Activity class	Activity name	Phase type	Total cost estimate (\$)							Expected funding source ⁹	Requested NLT Fund share (\$)	Contribution to regional policies ¹⁰
			NLTP 2015-18			NLTP 2018-21			6 year RLTP			
			2015/16 (Actual)	2016/17 (Actual)	2017/18 (Forecast)	2018/19 (Forecast)	2019/20 (Forecast)	2020/21 (Forecast)				
Investment management	Taranaki PT Network Review	Programme BC	-	-	-	-	50,000	50,000	50,000	N (51%) & L	25,500	11, A3

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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 Aug 2017 *Draft 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.

[This original Draft IAF has since been superseded by another Draft IAF 2018 \(published in April 2018\). This updated version has been developed in response to the change in Government and to therefore 'give effect' to the revised GPS 2018.](#)

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 4.

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

5.3 Proposed 'regionally significant' activities

Table 4 below outlines the activities proposed for inclusion in the revised Plan that have been classed as 'regionally significant'. These are listed in the order of priority assigned by the Committee.

Table 4: Regionally significant activities proposed for funding from the National Land Transport Fund in the 2018-2021 period

Project	Org.	Activity Class ¹¹	Phase ¹²	Expected start & duration (months)	Total cost estimate (\$)				Further expenditure forecasts (\$) outside of 6-year RLTP period							Expected funding sources (& FAR)	National profile	Link to policies ¹³	Regional fit	Regional priority
					NLTP 2018-21			Total for 6 year RLTP	NLTP 2021-24			NLTP 2024-27								
					2018/19	2019/20	2020/21		2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28					
Waitara to Bell Block Route Improvements: SH3/3A to Waitara Investigate and implement the preferred safety improvements as identified in the PBC for this section of SH3.	NZTA	20	Pre-implmtn	Jul2018 (12)	205,200	-	-	205,200	-	-	-	-	-	-	-	N (100%)	H 1-2.9	S1-S3 A1-A3	H	1
			Implemntn	Jul2023 (30)	-	-	-	-	-	4,340,500	4,213,904	14,348	-	-	-	N (100%)				
Waitara to Bell Block Route Improvements: Bell Block to SH3/3A Investigate and implement the preferred safety improvements as identified in the PBC for this section of SH3.	NZTA	20	Pre-implmtn	Jul2023 (12)	-	-	-	-	-	-	469,243	-	-	-	-	N (100%)	H 1-2.9	S1-S3 A1-A3	H	1
			Implemntn	Jul2024 (30)	-	-	-	-	-	-	2,398,427	6,126,343	12,933	-	N (100%)					

¹¹ Refer to Table 7 for the name of the Activity Class that relates to each code

¹² Throughout this table 'BC' denotes Business Case – refer to Section 3.5 for further information.

¹³ Refer to Table 2 for an explanation of the abbreviations used in this column for regional policies

Project	Org.	Activity Class	Phase	Expected start & duration (months)	Total cost estimate (\$)				Further expenditure forecasts (\$) outside of 6-year RLTP period							Expected funding sources (& FAR)	National profile	Link to policies	Regional fit	Regional priority
					NLTP 2018-21			Total for 6 year RLTP	NLTP 2021-24			NLTP 2024-27								
					2018/19	2019/20	2019/2020/21		2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28					
SH3 Waitara to Bell Block Safer Corridor This project seeks to reduce the severity and frequency of crashes to reduce deaths and serious injury.	13	Detailed BC		384,282	-	-	384,282	-	-	-	-	-	-	-	N (100%)		S1-S3 A1-A3			
	13	Pre-implmntn		386,745	389,456	-	776,201	-	-	-	-	-	-	-	N (100%)		S1-S3 A1-A3	H	1	
	13	Implemntn		-	-	13,326,905	13,326,905	-	-	-	-	-	-	-	N (100%)		S1-S3 A1-A3			
Corbett Road/SH3 I/S Improvements To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	13	Detailed BC		99,273	-	-	99,273	-	-	-	-	-	-	N (100%)		S1-S3 A1-A3	H	1	
		13	Pre-implmntn		99,909	100,610	-	200,519	-	-	-	-	-	-	N (100%)	H 1-2.9	S1-S3 A1-A3	H	1	
		13	Implemntn		-	-	3,442,784	3,442,784	-	-	-	-	-	-	N (100%)		S1-S3 A1-A3	H	1	
SH3/Princess Street Intersection Improvements To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	13	Detailed BC		99,273	-	-	99,273	-	-	-	-	-	-	N (100%)		S1-S3 A1-A3	H	1	
		13	Pre-implmntn		99,909	100,610	-	200,519	-	-	-	-	-	-	N (100%)	H 3-4.9	S1-S3 A1-A3	H	1	
		13	Implemntn		-	-	3,442,784	3,442,784	-	-	-	-	-	-	N (100%)		S1-S3 A1-A3	H	1	
Mangati Road/SH3 Intersection Improvements To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	13	Detailed BC		99,273	-	-	99,273	-	-	-	-	-	-	N (100%)		S1-S3 A1-A3	H	1	
		13	Pre-implmntn		99,909	100,610	-	200,519	-	-	-	-	-	-	N (100%)	H 3-4.9	S1-S3 A1-A3	H	1	
		13	Implemntn		-	-	3,442,784	3,442,784	-	-	-	-	-	-	N (100%)		S1-S3 A1-A3	H	1	
Airport Drive Improvements Realign Airport Drive and establish a new improved intersection with SH3. Thereby	NPDC	1	Detailed BC Programme BC	Jul 2018 (12)	101,000 100,000	103,000 100,000	-	204,000 200,000	-	-	-	-	-	-	N (51%) & L	VH 1*	G1-G3 S1-S3 R2	H	1	

Project	Org.	Activity Class	Phase	Expected start & duration (months)	Total cost estimate (\$)				Further expenditure forecasts (\$) outside of 6-year RLTP period							Expected funding sources (& FAR)	National profile	Link to policies	Regional fit	Regional priority
					NLTP 2018-21			Total for 6 year RLTP	NLTP 2021-24			NLTP 2024-27								
					2018/19	2019/20	2019/2020/21		2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28					
addressing a significant safety issue, unlocking residential growth opportunities in a high growth district and providing a better connection to the airport for tourism and economic growth.		20	Construction	Jul2021 (30)	-	-	-	-	3,225,000 3,000,000	-	-	-	-	-	-	N (51%) & L				
SH3/3A Hawera to New Plymouth Corridor Improvements This corridor was identified as priority for investment and identified as a priority corridor for the Safe Roads team.	NZTA	13	Pre-implmtn	Jul2018 (6)	137,669	-	-	137,669	-	-	-	-	-	-	-	N (100%)	HH 1*	S1-S3 A1-A3	H	2
		13	Implemntn	Jan2018 2019 (18)	153,900	205,200	-	359,100	-	-	-	-	-	-	-	N (100%)				
		13	Property	Jul2019 (12)	-	513,000	-	513,000	-	-	-	-	-	-	-	N (100%)				
Keeping New Plymouth Moving and Growing Further exploring identified problems, including modelling NP's transportation network to understand the issues faced today and those that will be exacerbated with growth.	NPDC	1	Programme BC	Jul2018 (12)	404,000 400,000	-	-	404,000 400,000	-	-	-	-	-	-	-	N (51%) & L	HM* H	I1-I2 S1-S2 A1-A3 R1-R2 F1-F2		
To set out national, regional and metropolitan considerations affecting the operation of SHs and their interaction with adjacent local roads and land uses in NP, particularly access around the port. A suite of optimisation activities to be driven by a Network Operating Plan in partnership with the local authority.	NZTA	1	Programme BC	Jul2019 2018 (12)	- 153,900	153,900	-	153,900	-	-	-	-	-	-	-	N (100%)	MM* AA	G1-G3 A1-A3 E1-E2	M	3
		13	Detailed BC	Jul2024 (12)	-	-	-	-	-	-	179,511	-	-	-	-	N (100%)				
		13	Pre-implmtn	Jul2025 (12)	-	-	-	-	-	-	-	-	367,547	-	-	N (100%)				
		13	Implemntn	Jul2026 (24)	-	-	-	-	-	-	-	-	-	375,739	8,292,692	N (100%)				

Project	Org.	Activity Class	Phase	Expected start & duration (months)	Total cost estimate (\$)			Further expenditure forecasts (\$) outside of 6-year RLTP period							Expected funding sources (& FAR)	National profile	Link to policies	Regional fit	Regional priority	
					NLTP 2018-21		Total for 6 year RLTP	NLTP 2021-24			NLTP 2024-27									
					2018/19	2019/20		2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28						
LED Streetlight Conversion To convert the existing SOX/SON streetlight stock to LED streetlights, thereby reducing maintenance and renewal costs, including power charges.	NPDC	12	Construction	Jul2018 (24)	1,009,380 1,000,000	1,029,000 1,000,000	- 2,000,000	2,038,380 2,000,000	-	-	-	-	-	-	-	N (51%) & L	H 5+ HH 5-9.9	E1 S3 A1	M	4
SH3 Urenui to Uruti Safety Management This project seeks to reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	13	Detailed BC		118,487	-	-	118,487	-	-	-	-	-	-	-	N (100%)		S1-S3 A1-A3	H	5
			Pre-implmtn		119,246	120,082	-	239,328	-	-	-	-	-	-	-	N (100%)				
			Implemntn		-	-	4,109,129	4,109,129	-	-	-	-	-	-	-	N (100%)				
SH3 Inglewood to Hawera Safer Corridor This project seeks to reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	13	Detailed BC		896,658	-	-	896,658	-	-	-	-	-	-	-	N (100%)		S1-S3 A1-A3	H	5
			Pre-implmtn		90,2405	908,730	-	1,811,135	-	-	-	-	-	-	-	N (100%)				
			Implemntn		-	-	31,096,111	31,096,111	-	-	-	-	-	-	-	N (100%)				
Committed projects included in RLTP but funded through the Accelerated Regional Rooding Package – no prioritisation required																				
SH3 Awakino Gorge to Mt Messenger Corridor To provide improved safety, freight efficiency and resilience on SH3 between Mt Messenger and Awakino Gorge. The investigation is Crown appropriated under the Accelerated Regional Rooding Package.	NZTA	13	Pre-implmtn		387,719	-	-	-	-	-	-	-	-	-	-	N (100%)		-	-	-
			Implemntn		2,706,859	2,815,134	-	-	-	-	-	-	-	-	-	N (100%)	HH 1-2.9			
			Property		98,970	-	-	-	-	-	-	-	-	-	-	N (100%)				

Project	Org.	Activity Class	Phase	Expected start & duration (months)	Total cost estimate (\$)				Further expenditure forecasts (\$) outside of 6-year RLTP period							Expected funding sources (& FAR)	National profile	Link to policies	Regional fit	Regional priority
					NLTP 2018-21			Total for 6 year RLTP	NLTP 2021-24			NLTP 2024-27								
					2018/19	2019/20	2020/21		2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28					
SH3 Mt Messenger Bypass Bypass of the existing winding road alignment at Mt Messenger on State Highway 3 between Hamilton and New part-funded by the Crown as part of the Governments Accelerated Regional Roothing Programme, and part-funded by the NLTP.	NZTA		31 Pre-implmntn	6,156,000	-	-	-	-	-	-	-	-	-	-	N (100%)			-	-	
			31 Implemntn	2,200,001	30,000,000	20,274,412	-	-	-	-	-	-	-	-	-	N (100%)			-	-
			13 Property	2,250,000	-	-	-	-	-	-	-	-	-	-	-	N (100%)			-	-
			13 Construction	30,780,000	49,248,000	19,972,000	-	-	-	-	-	-	-	-	-	N (100%)			-	-
SH3 Vickers Road to City Upgrade Central City arterial route capacity and safety improvements, including traffic signal installation, intersection configuration and bridge duplication of Te henui and Waiwhakaiho bridges. Capacity and operational improvements to SH3 to improve the efficiency between Vickers Road and New Plymouth city.	NZTA		13 Construction	32,832	-	-	-	-	-	-	-	-	-	N (100%)			-	-		

5.4 Activities already programmed for future iterations of the Plan

Table 5 below outlines activities put forward as part of the 10-year draft [State Highway Investment Proposal/Transport Agency Investment Proposal \(SHIPTAIP\)](#), but which are not currently programmed to commence in the period of the Plan, which ends in June 2021.

Table 5: Regionally significant activities proposed for funding from the National Land Transport Fund outside of the 2018-2021 period

Activity name	Org.	Activity Class	Phase	Expected start & duration (months)	Further expenditure forecasts (\$)						Expected funding sources (& FAR)	National profile	Contribution to regional policies	
					NLTP 2021-24			NLTP 2024-27						
					2021/22	2022/23	2023/24	2024/25	2025/26	2026/27				2027/28
SH3/45 improved tourist facilities Potential REDS activity to facilitate regional tourism around the coast, and Mt Taranaki. Improved tourist facilities e.g. stopping facilities, signage and marking, view points, visitor centres / information management, variable messaging signs.	NZTA	13	Detailed BC	Jul2023 (12)	-	-	117,311	-	-	-	-	N (100%)	-M 1-2.9	G1-G3 A1-A3
		13	Pre-implemntn	Jul2024 (12)	-	-	-	120,365	-	-	-	N (100%)	-M 1-2.9	
		13	Implementation	Jul2025 (36)	-	-	-	-	318,554	1,250,369	1,276,713	N (100%)	-M -1-2.9	
SH43 Improvements Safety and Access - Sealing Improvements Sealing improvements along SH43, including sealing the 12km unsealed section through the Tangarakau Gorge. Significant stakeholder support for sealing improvements to cater for improved tourism and regional connectivity (as an alternate route to SH3 north). This project is a Provincial Growth Fund Candidate.	NZTA	13	Construction	Jul2023 (54)	-	-	175,966	180,548	5,506,945	5,635,274	4,551	N (100%)	-M -1-2.9	I1, G1-G3, S1-S3, A1-A3, R1, R2
		13	Detailed BC	2018	400,000	=	=	=	=	=	=	=	=	
SH43 Stratford to Taumarunui Safety Improvements Identified as part of the National Safety Gap Analysis. Safety Maintenance improvements which may include: seal widening, some barrier at high risk locations, enhanced delineation.	NZTA	13	Detailed BC	Jul2024 (12)	-	-	-	119,392	-	-	-	N (100%)	H 1-2.9	S1-S3
		13	Pre-implemntn	Jul2025 (12)	-	-	-	-	318,046	-	-	N (100%)	H 1-2.9	
		13	Property	Jul2026 (24)	-	-	-	-	-	2,495,063	8,097	N (100%)	H 1-2.9	

Activity name	Org.	Activity Class	Phase	Expected start & duration (months)	Further expenditure forecasts (\$)							Expected funding sources (& FAR)	National profile	Contribution to regional policies
					NLTP 2021-24			NLTP 2024-27						
					2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28			
SH3 Hawera to Whanganui Safety Improvements Identified as part of the National Safety Gap Analysis. Works to resolve gap between the current and required safety level of service on all, or parts of, this corridor.	NZTA	13	Pre-implemntn	Jul2026 (12)	-	-	-	-	-	248,432	-	N (100%)	M 1-2.9	S1-S3
			Implementation	Jul2026 (12)	-	-	-	-	-	892,721	-	N (100%)	M 1-2.9	
SH3 Hawera to Wanganui Safer Corridor The project seeks to reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	13	Detailed BC		322,844	-	-	-	-	-	-	N (100%)	H 1-2.9	S1-S3, A1-A3
SH3A Bell Block to Inglewood Safer Corridor To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	13	Detailed BC		227,690	-	-	-	-	-	-	N (100%)	H 1-2.9	S1-S3, A1-A3
			Pre-implemntn		227,173	232,772	-	-	-	-	-	N (100%)	H 1-2.9	
			Implementation		-	-	7,896,295	-	-	-	-	N (100%)	H 1-2.9	
SH45 New Plymouth to Hawera Safer Corridor To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	13	Detailed BC		95,154	-	-	-	-	-	-	N (100%)	V 1-2.9	S1-S3, A1-A3
			Pre-implemntn		94,938	97,278	-	-	-	-	-	N (100%)	V 1-2.9	
			Implementation		-	-	3,299,944	-	-	-	-	N (100%)	V 1-2.9	
SH3 Epiha Road to Turangi Road Safer Corridor To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	13	Detailed BC		50,976	-	-	-	-	-	-	N (100%)	H 1-2.9	S1-S3 A1-A3
			Implementation		-	-	1,767,828	-	-	-	-	N (100%)	H 1-2.9	

Activity name	Org.	Activity Class	Phase	Expected start & duration (months)	Further expenditure forecasts (\$)							Expected funding sources (& FAR)	National profile	Contribution to regional policies
					NLTP 2021-24			NLTP 2024-27						
					2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28			
Noise Wall Programme This is part of the National Noise Improvement Initiative with the objective of "reducing harm to people and improving environmental outcomes".	NZTA	13	Implementation		-	6,283,297	-	-	-	-	-	N (100%)	H 3-4.9	?

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5.5 Activities included for future consideration

The Committee wishes to stress that the activities proposed for funding in this Plan in Tables 3 to 5 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 necessarily by the relevant Road Controlling Authority), below in Table 6 for future consideration.

These should be considered for funding, particularly under the Regional Improvements Activity Class in future - refer Section 5.7.

Table 6: Activities for future consideration

Projects	Org.	Notes	Regional policy contribution
Increased accessibility for all Egmont National Park entrances	Various (MWFT ¹⁴)	Upgrading the road links and related infrastructure (such as parking) into the Egmont National Park is essential to support growing tourist numbers. There are several local roads in Taranaki linking the SH network to Egmont National Park. Of these roads, 21 km within the borders of the National Park are classified as 'Special Purpose Roads (SPR)', but the roads leading to the National Park are not. These are critical roads for tourism, and will become more so given the increased emphasis on the Taranaki Crossing. The Crossing involves four different road ends – Egmont Road, Mangorei Road, Carrington Road and Surrey Hill Road. There are also key connections from Manaia and Pembroke Road. Refer to the Maps of Key Regional Routes in Appendix VIII.	Supporting growth (tourism focus) G1, G3, S1,
Safer Speeds programme implementation	Various	National development of a Safer Speeds Programme by MoT/NZTA during 2016/17 has seen the creation of new guides and tools to assist RCAs with reviewing/setting speed limits on their roads. Collaborative work will be required throughout the region around speed management principles, engagement and implementation.	Safer & better integrated I1, I2, G3, S1, S2, S3
SH43 improvements	NZTA (MWFT)	Upgrade SH43 through seal completion (12kms remain unsealed), additional maintenance, crash reduction measures, and reclassification to a Primary Collector road. This is a potentially increasingly important inter-regional tourism route which in its current condition is impeding not facilitating growth. It also has a high personal risk rating (KiwiRAP 2012). A 2017 report backed the need for improvements (www.trc.govt.nz/new-report-backs-sh43-improvements/). A Joint Statement by six local councils most affected by SH43 is provided in Appendix VII.	Supporting growth (tourism focus) G1, G3, S1, S2, S3, R1, R2, F2
SH3 Coronation Ave / Cumberland St intersection	NZTA	The intersection is under pressure and needs monitoring, with a view to future improvements. This should be considered as part of the SH3/3A New Plymouth to Hawera project.	Supporting growth G1, S2, E1
Port Taranaki improvements	Various (MWFT)	Improvements to safety and freight route efficiency, for ease of access to Port Taranaki through Moturoa. SH44 Breakwater/South intersection improvements. Revisit 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. Blue Water Highway extension of Port Taranaki.	Safer & better integrated Improving resiliency I2, G1, G2, G3, G4, S1, S2, R1, R2

¹⁴ MWFT refers to 'Tapuae Roa: Make Way for Taranaki' regional economic development project – which notes these projects within its draft Action Plan

Projects	Org.	Notes	Regional policy contribution
Electric/hydrogen vehicle infrastructure	Various	Regional expansion of electric/hydrogen vehicle public charging stations to support more electric/hydrogen vehicles entering the region.	Improving liveability I2, A2, A3, R1, E1, E2
SH3 North corridor improvements – from Waitara through to Hamilton	NZTA (MWFT)	While substantial improvements works are already underway through the SH3 Awakino Gorge to Mt Messenger Programme (as seen within programme tables), there is room for further improvement, particularly on the rest of the route – from Waitara to Mt Messenger, then Awakino Gorge to Hamilton. General improvements (including curve easing, pavement widening and constraint removal) to achieve levels of service appropriate to the ONRC, along with provision of additional passing opportunities. Curve alignments through the Awakino Gorge area, including Bexley Curve, remain a priority despite being in the Waikato.	Supporting growth Improving resiliency I2, G1, G2, G3, G4, S1, S2, R1, R2
Long-term retention of rail line between Hawera and NP	KiwiRail (MWFT)	Advocacy role for the RTC and its member organisations to improve the usage and therefore viability of the section of the MNPL rail corridor from Whareroa through to Port Taranaki.	Future-proofing I2, G2, G4, F1
SH3 Hawera to Whanganui	NZTA (MWFT)	Addressing of safety and reliability/resilience issues on this important freight/lifeline route. Addressing the out of context / constraining and/or resilience issues with the following bridges in particular: Tangahoe River Bridge, Mokoia Overbridge, Manawapou Bridge, Patea River Bridge, Whenuakura Bridge, Waitotara Bridge, Okehu Bridge, Kai Iwi Stream Bridge.	Improving resiliency G1, G2, S1, R1, R2, F2
SH3A improvements	NZTA	General improvements (including curve easing, pavement widening and constraint removal) to achieve levels of service appropriate to the ONRC. 2Star KiwiRAP sections to be lifted to 3Star. Provision of passing opportunities.	Supporting growth G1, G3, S1, R1
SH45 improvements	NZTA	Need to improve infrastructure and safety on SH45 Surf Highway, lifting 2Star KiwiRAP sections to 3Star, and supporting increasing tourism. The Stony River Bridge, Kaupokonui Bridge and Kapuni Bridge are particularly constraining, with an additional 13 other bridges identified below.	Supporting growth G1, G3, S1, R1
Widening/replacement/realignment of all constraining bridges on state highways	NZTA	In particular, the following bridges are specifically identified: On SH3 between Hawera to Whanganui (8 constraining bridges) — Tangahoe River Bridge, Mokoia Overbridge, Manawapou Bridge, Patea River Bridge, Whenuakura Bridge, Waitotara Bridge, Okehu Bridge, Kai Iwi Stream Bridge. On SH3 between New Plymouth to Midhirst (4 constraining bridges) — Burgess Park Hill Bridge, Mangaoraka Bridge, Waitepuke Bridge, Waipuku-Iti Bridge. On SH3 between Midhirst to Stratford (4 constraining bridges) — Kahouri Bridge, Piakau South Bridge, Midhirst Overbridge, Manganui Bridge. On SH45 between New Plymouth to Hawera (16 constraining bridges) —	Safer & better integrated Improving resiliency G1, G3, S1, R1, R2, F2

Projects	Org.	Notes	Regional policy contribution
		Kaupokonui Bridge, Kapuni Bridge ('Crash Corner Manaia'), Oeo Bridge, Stoney River Bridge, Ouri Bridge, Punehu Bridge, Mangahune Bridge, Heimama Bridge, Oaoiti Bridge, Okahu Bridge, Pungarere Bridge, Rautini Bridge, Waitaha Bridge, Otahi-iti Bridge, Kaihihi Bridge, Katikara Bridge.	
Vulnerabilities on lifeline routes	Various	The Taranaki Civil Defence Emergency Management (CDEM) Group has received funding from Government to undertake a <i>Taranaki Lifelines Vulnerability Study</i> . The Study is expected to commence in 2017/18 and will include mapping through GIS of vulnerabilities on lifeline routes. The outcomes of the Study are expected to assist RCAs with their planning to protect routes with lifeline functions.	Improving resiliency G3, S1, A1, R1, R2
NP Public Transport Hub	NPDC	For consideration within NPDC's district planning processes, combining facilities for public and commercial bus services, cycle storage facilities and related services for better integrating alternative transport modes.	Improving liveability I2, A1, A2, A3, E1, F1
Regional cycleway network	Various	Creation of a cycleway network, including alongside SH3 from Hawera to New Plymouth, and an around the mountain route, preferably off-road where possible.	Supporting growth G1, G3, A1, E1, E2
Taranaki Crossing 'Mounga to Surf'	Various (MWFT)	The Taranaki Crossing 'Mounga to Surf' project, including a track from North Egmont to Pukeiti, and from Pukeiti to Oakura walkway/cycleway.	Supporting growth G1, G3, A1, E1, E2
Junction Road sealing	SDC / NPDC	This strategic local road crosses from SDC to NPDC and forms part of the on-road Forgotten World Highway cycle touring route (one of the NZ Cycle Trails 'Heartland Rides') from Taumaranui to New Plymouth. A significant proportion of the road remains unsealed (16kms SDC, xxkms NPDC). Both districts would like to seal this in future, though seal extension budgets are currently prohibitive.	Supporting growth I2, G1, G3, S2, A1, E1, E2
Emerging tourism routes	SDC	Emerging tourism routes (self-drive and on-road cycling) for further assessment / investment – Whitianga Rd loop roads, Mangaehu Rd loop roads, Makuri Rd loop roads. Improvements to Whangamomona Rd. Walking/cycling trail to the Mountain House. Stratford heritage trail.	Supporting growth G1, G3, A1, E1, E2
Emerging tourism routes	STDC	Emerging tourism routes (self-drive and on-road cycling) for further assessment / investment – Rawhitiroa Rd (to Lake Rotokare and Lake Rotorangi through Eltham), Tangahoe Valley Rd / Pukekino Rd (to Lake Rotorangi through Ararata), Maben Rd (to Lake Rotorangi through Hurleyville), Waitotara Valley Rd. Off Surf Highway SH45: Paora Rd, Bayly Rd, Pungarehu SH45.	Supporting growth G1, G3, A1, E1, E2
Emerging tourism routes	NPDC	Emerging tourism routes (self-drive and on-road cycling) for further assessment / investment – Carrington Rd, Mangorei Rd, Okau / Tongaporutu-Ohura Rd / Waitaanga Rd (crosses to Horizons), Wiremu Rd (inland around mountain), Ngatimaru Rd / Inland North Rd / Otoroa Rd, Tarata Rd, Waitara Rd / Everett Rd / Bristol Rd, Bertrand Rd and bridge. Connecting the Coastal Walkway to Waitara is a key project.	Supporting growth G1, G3, A1, E1, E2
Footpath improvements	RCAs	Noting will be integrated into future iterations of ONRC in recognition of space and place importance etc	Improving liveability I2, S2, A1, A3, E1, E2

Projects	Org.	Notes	Regional policy contribution
Brecon Road Extension	SDC	The residents of western half of Stratford do not currently have an alternative route over the Patea River which segregates the northern part of Stratford from the Southern part of Stratford. There are three primary schools, medical centre, doctors/dentist surgery, aquatic centre and sports grounds located to the west of SH3, but south of the Patea River. Timeframe: BCA development in 2022/23, design and physical works 2023/24 and 2024/25 (estimated cost \$2.5m)	
Junction Road Seal Extension	SDC	The project relates to the sealing of 15km of Junction Road which connects SH43 to New Plymouth district. This road forms part of the National Cycle Trail Network. Increase number of tourist use this route to travel from eastern Taranaki to New Plymouth district (including cyclists, campervan users, motorists as well as the local community). Timeframe: Development of BCA - 2025/26, Physical works - 2026/27 - 2027/28 (estimated cost \$2m)	
Upgrade of Whangamomona Road	SDC	This road has not been maintained by the TLA since 1942. The legal opinion is such that the local body should either divest themselves of the road or continue to maintain the road as public funds have been spent on the road in the past. The road was closed by the Government in 1942 following a flood event. Since that time the road has been maintain by either private individuals at latterly by the Whanga Road Action Group (WRAG), who rely on voluntary donations to fund repairs. Develop a Business Case to seek funding for the upgrade of the road to a reasonable farm track standard. Timeframe: Physical works over two financial years starting in 2021/22 (estimated cost \$2m)	
Widening of Manaia Road (SPR)	SDC	Access to Mt Taranaki, Dawson Falls, Dawson Falls Lodge the start/end point for the Taranaki Crossing Experience. The road is currently 4.5m wide over its 6km length. This project aims to widen the road to 6m seal width for its entire length to the car park at the Dawson Falls Lodge. With the recent announcement of PGF funding for the Taranaki Crossing Experience, SDC are anticipating an increase in the number of visitors to Dawson Falls, along with guests staying at the lodge to experience the various day walks or to complete the entire crossing. The current road is narrow and winding leading up to the lodge. With bus operators taking visitors to the Falls, there is insufficient road width for vehicles travelling in opposing direction to pass safely. Development of Strategic Business Case. Seek agreement from Dept of Conservation for the project. Physical works to be contained within existing road reserve where possible. Once the Taranaki Crossing Experience project has been completed, (2020/21) SDC anticipate in influx of visitors. These improvements will be required to address the increase in visitor numbers to Dawson Falls. Timeframe: Tentatively planned for 2022/23 and 2023/24 (estimated cost \$1.5m)	
Cooks Street to Bank Street Connector Road	NPDC	A proposal has been raised to develop a Cooks Street to Banks Street connector road – an upgrade of the existing pedestrian walkway between Cook Street and Banks Street into a bi-directional vehicular road (and footpath) in order to improve accessibility, safety and travel options within this growing neighbourhood.	

5.6 Approved activities not yet complete

The following activities were approved for funding in the 2015-18 RLTP but **are not expected to be fully complete by the end of June 2018**, and will therefore carry over into this Plan period:

- NZTA – SH3 Vickers Road to City Upgrade
- NZTA – New Plymouth City Cycling & Walking Improvements
- NZTA – SH3 Awakino Gorge to Mt Messenger Corridor
- NZTA – SH3 Mount Messenger Bypass
- STDC – Nukumarū Station Rd Extension.

Such activities are widely referred to as being ‘**Committed activities**’ which are generally defined as projects or activities which were approved for funding in the current/previous NLTP and for which construction has commenced and will continue into the next NLTP period.

5.7 Activities proposed to be varied, suspended or abandoned

In preparing the Plan, the Committee is required (under section 16(6)(d) of the LTMA) to include an explanation of the proposed action if it is proposed that an activity be varied, suspended or abandoned.

No known activities are proposed to be varied, suspended or abandoned.

5.8 Accelerated Regional Roading Package

In 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 in the previous term). These are additional funds, entirely separate from the NLTFund, with the projects to be funded selected by the Government directly.

For Taranaki, two accelerated projects were identified:

- SH3 Normanby Overbridge Realignment construction (which was completed in early 2017)
- SH3 Awakino Gorge to Mt Messenger Corridor investigation, which has results in three projects being progressed.

The State Highway 3 Awakino Gorge to Mt Messenger Programme is now made up of:

- **SH3 Safety and Resilience Improvements** (in Taranaki & Waikato)
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.
- **Mt Messenger Bypass** (in Taranaki)
A bypass of Mt Messenger is 5.2km long with additional work at the southern end creating about 6 km of improvements. It is located east of the existing highway (identified as Option C in the June 2017 public engagement). The route includes a bridge about 110m long and an estimated 230m long tunnel under the ridgeline south-east of Mt Messenger. Design and consenting work is underway, with construction programmed for 2018-2021.
- **Awakino Tunnel Bypass** (in Waikato)
A bypass of the Awakino Tunnel with two bridges across the Awakino River that reconnects to the existing highway 800 meters to the north. Design and consenting work is underway, with construction programmed for 2018-2020.

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

The GPS allocates funding from the National Land Transport Fund (NLTF) towards activity classes, rather than to specific projects. The Government identified these projects as being of particular regional importance, and so approved additional funding from outside of the NLTF to accelerate their progress.

5.9 Regional Improvements Activity Class

The Accelerated Regional Rooding Package outlined in Section 5.8 is in addition to, and quite separate from, the **Regional Improvements Activity Class** which was created in the *Government Policy Statement on Land Transport Funding* (GPS 2015). The Regional Improvements Activity Class is a pool of contestable funds within the NLTFund. The revenue for the NLTFund is hypothecated (ring-fenced for investment in land transport) and comes predominantly from road users through fuel excise duty, road user charges and from motor vehicle registration and licensing fees. This new activity class within the GPS 2015 is intended as a 'replacement' for the Regional (R) Funds scheme which expired in March 2015, and is designed to ensure that some funding is available for worthwhile investment in provincial areas.



5.10 Activities of inter-regional significance

In preparing the Plan, the Committee is required to identify those projects or activities that are of inter-regional significance. The Committee has determined that the following activities listed in this Plan have inter-regional significance:

- SH3 Awakino Gorge to Mt Messenger Corridor Improvements
- SH3 Mount Messenger Bypass
- SH3 Waitara to Bell Block projects, including the Airport Drive Improvements project
- SH3/3A Hawera to New Plymouth Corridor Improvements
- Let's Go Walking and Cycling activities - as a Model Community these works are actually of national significance
- SH3/45 Improved Tourist Facilities*
- SH43 Sealing Improvements*
- SH43 Stratford to Taumarunui Safety Improvements*
- SH3 Hawera to Whanganui Safety Improvements*
- Port Taranaki Improvements*

To some extent all activities proposed on State Highways are of inter-regional significance given their function as primary inter-regional transport corridors.

* not currently put forward for funding within the period of the Plan, listed in Section 5.4 (Activities already programmed for future iterations of the Plan) or 5.5 (Activities included for future consideration)

6. FUNDING THE RLTP

This section sets out a financial forecast of anticipated revenue and expenditure on activities for the ten financial years from 1 July 2015, and discusses the allocation of funds to proposed activities.

The information contained within this section of the Plan has been collated by activity class from data collected from the Transport Investment Online system (TIO) and is presented in greater detail in **Appendix IV**.

6.1 Proposed funding sources

It generally takes many years for transport projects to be implemented. Before any work on the ground can begin, land has to be acquired and various studies, consultation, feasibility reports, scheme assessments and detailed designs completed. It can also take a considerable period of time to accumulate local funding and/or obtain national funding.

The prioritisation process outlined in Section 5.2 is therefore used as a mechanism by the NZ Transport Agency for allocating available funds to those projects which best contribute to the achievement of *Government Policy Statement* targets.

The following funding sources are identified in the ten-year forecast of anticipated revenue for the Taranaki Region:

- **Local (L) Share:** this is funding sourced by the regional and district councils, e.g. rates or non-project specific developer contributions. These organisations are required to part-fund all their activities, with the proportion of L Funding required for each activity class based on a Funding Assistance Rate (FAR). The FAR varies depending on the organisation applying for funding and in some cases also on the type of activity being proposed.
- **National (N) Funds:** these are the main funding stream from the National Land Transport Fund (NLTFund) and are contestable funds distributed across the country. It is these funds that organisations are essentially bidding for through the programme component of this Plan.

It is not possible to predict the level of N funding that a region is likely to receive as the activities in Taranaki have yet to be assessed against activities in other parts of New Zealand.

- **Crown (C) Funds:** refers to special funding for specific regions and specified activities as appropriated or directed by the government. Within this Plan, C Funds are specified for Accelerated Regional Rooding Package projects, and for DOC's 'local share' equivalent.

National Land Transport Fund (NLTFund)

The NLTFund is a funding source for projects supported by the Transport Agency. This funding is sourced from road user charges, fuel excise duty and from motor vehicle registration and licencing fees. There are also modest contributions from sources such as the rental or sale of state highway land, and interest from cash invested.

Funding in the NLTF is allocated to activity classes established in the *Government Policy Statement on Land Transport (GPS)*. The GPS is prepared on a three-yearly basis and is amended to reflect the current Government's priorities for land transport. The GPS specifies Activity Classes along with an upper and lower funding range for each activity class. The distribution of funds across activities is undertaken by the NZ Transport Agency. Funding occurs in a manner consistent with the GPS, and is on the basis of national priority until the funding available to each activity class is fully allocated. Not all activities put forward in regional land transport plans will receive the funding sought from the NLTF.

GPS 2015 involved changes to the Activity Class structure (refer Figure 6) – including the merging of some Activity Classes, and the creation of a new class 'Regional Improvements'.

GPS 2018 [has reviewed these activity classes in recognition of is still in development due to the change in Government in late 2017 bringing with it a significant change in policy direction. The draft for engagement is intended for release in late March 2018, with signals as to what the revised](#)

document will include outlined in Section 3.3 and 3.5. The new Activity Class structure is not expected to change under the revised GPS are as follows:-

Figure 6: Changes in funding Activity Classes

GPS 2012 Activity Classes	GPS 2015 Activity Classes	GPS 2018 Activity Classes
New and improved infrastructure for State Highways	State highway improvements	State highway improvements
Renewal of State Highways	State highway maintenance	State highway maintenance
Maintenance and operation of State Highways		
New and improved infrastructure for local roads	Local road improvements	Local road improvements
Renewal of local roads	Local road maintenance	Local road maintenance
Maintenance and operation of local roads		
Public transport services	Public transport	Public transport
Public transport infrastructure		
Walking and cycling	Walking and cycling improvements	Walking and cycling improvements
N/A	Regional improvements	Regional improvements
Road policing	Road policing	Road policing
Road safety promotion	Road safety promotion	Road safety promotion and demand management
Sector research	Investment management	Investment management
Transport planning		Rapid transport

Management of the funding allocation system		Transitional rail
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The road policing activity class is not coordinated through regional land transport plans as occurs with the other activity classes. Funds are allocated directly to the NZ Police at a national level. Regional land transport plans are required however to include an assessment of the relationship of police activities to the plan.



New funding for cycling – the Urban Cycleways Fund

In August 2014 the government announced the creation of an Urban Cycleways Fund (UCF) to accelerate completion of urban cycle networks in the main urban centres over the next four years. This investment supports a step-change in cycling participation and will prioritise investment in key projects that will accelerate the completion of connected urban networks. This additional funding builds on the investments already being made in cycling, including through the model communities in Hastings and New Plymouth, and the New Zealand Cycle Trail network.

The extra investment of \$100 million is being allocated from the Crown's Consolidated Fund and the Future Investment Fund, and divided between capital and operating expenditure.

Cycling projects in any of the seventeen eligible urban centres (which includes New Plymouth) are able to be considered for co-investment from the NLTF or UCF, or both.

NPDC are intending to make use of the opportunity presented by the UCF to access this additional co-funding source for Let's Go works that meet the criteria for the UCF. Let's Go have only a minimal capital spend for the period of the UCF.

The new Government has signalled that the UCF will be opened up to smaller urban areas from 2018.

Provincial Growth Fund

Central government has committed to investing \$1 billion per annum over three years in regional economic development through a new Provincial Growth Fund. This Fund aims to lift productivity potential in the provinces, with its priorities being to: enhance economic development opportunities, create sustainable jobs, enable Māori to reach their full potential, boost social inclusion and participation, build resilient communities, and help meet New Zealand's climate change targets. Land transport activities/projects are therefore eligible for such funding.

6.2 The future without regionally dedicated funds

Some Regional (R) Funds are also being used during the life of the Plan, but only for completion of the previously approved 'committed' activities – namely the Vickers Road to New Plymouth City Corridor improvements (refer Section 5.4). R Funds were established for a finite ten-year period, April 2005 to April 2015. R funds were additional revenue collected nationally through a 5c per litre tax added to fuel sales and an equivalent increase in road user charges for light vehicles, and allocated to each region on a population basis. Their purpose was to provide a minimum dedicated spend in each region for transport improvement projects that are important to the region. It was therefore possible to forecast with a reasonable level of certainty the likely funding available to the region.

Regionally dedicated funding (R Funds) proved to be vitally important for regions such as Taranaki whose transport improvement projects are generally not considered to be of sufficient 'national priority' to compete for

N Funds. The RLTP 2009-12 and 2012-15 processes reinforced the crucial role that R Funds played in ensuring regionally important projects were progressed.

The Committee has been very active in advocating to government for a continuation of some form of dedicated regional funding for transport activities – the result being the creation of a new activity class, Regional

The tables of forecast expenditure within this section have been fully revised as part of the mid-term review. Figures for the first two years of the Plan, 2015/16 and 2016/17, now reflect actual expenditure; with the remaining years of the Plan showing updated forecasts. All details are subject to change following LTP and SHIP processes.

Improvements, within the GPS 2015. It is intended to provide certainty to the regions that funding is available for provincial areas to meet their legitimate transport investment needs. Approved organisations cannot directly apply for funding under this activity class, however the Transport Agency can re-allocate projects (from non-metropolitan areas) to the Regional Improvements category. Allocation of funds for this activity class



will occur nationally, and will be allocated to projects that the Transport Agency considers will deliver regional rather than national outcomes.

The Committee will watch with interest as to how effective the new Regional Improvements Activity Class ("R2") proves to be, and continue to advocate for the region's interests as required.

DRAFT

6.3 Ten-year forecast of expenditure and revenue

The following tables outline a ten-year forecast of anticipated expenditure for Taranaki along with the anticipated funding sources (revenue).

The information presented here is given in greater detail in **Appendix IV. Awaiting funding source breakdown from NZTA – TIO developer**

Table 7: 10-year forecast summary of anticipated regional expenditure by year

AC code	Activity Class (AC) name	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	10 year total 2015-2024
1	Investment management											
2	Road safety promotion											
3	Walking and cycling improvements											
4	Public transport											
	Existing services / operations											
	Low cost / low risk improvements											
	Ticketing											
8	Local road maintenance											
9	State highway maintenance											
12	Local road improvements											
	Low cost / low risk improvements											
	Other (projects)											
13	State highway improvements											
	Low cost / low risk improvements											
	Other (projects)											
20	Regional improvements ¹⁵											
Taranaki region's total by year												

¹⁵ Activities are funded through this Activity Class only if assigned to this by the Transport Agency during the moderation processes of the NLTP – hence all future columns are currently shown as zero even though the region wishes to be considered for this funding source.

Awaiting funding source breakdown from NZTA – TIO developer

Table 8: 10-year forecast summary of anticipated regional expenditure and funding sources

Activity Class		Total forecast expenditure 2015/2024 (\$)	Funding sources (\$) ¹⁶		
Code	Name		Local (L)	National (N)	Crown (C) ¹⁷
1	Investment management	3,062,560	TBC	TBC	TBC
2	Road safety promotion	5,217,490	TBC	TBC	0
3	Walking and cycling improvements	3,356,019	TBC	TBC	0
4	Public transport	34,556,711	TBC	TBC	0
8	Local road maintenance	322,726,078	TBC	TBC	0
9	State highway maintenance	180,708,380	0	TBC	0
12	Local road improvements	50,471,090	TBC	TBC	0
13	State highway improvements	273,881,034	0	TBC	TBC
20	Regional improvements ¹⁸	TBC	0	TBC	0
Regional total		611,210,063	TBC	TBC	TBC

¹⁶ Local (L) and National (N) figures are indicative only and based on current Financial Assistance Rates.

¹⁷ This figure is indicative only and includes anticipated Accelerated Regional Rooding Package funds, along with the equivalent of 'local share' for DOC which is obviously not rating based

¹⁸ Activities are funded through this Activity Class only if assigned to this by the Transport Agency during the moderation processes of the National Land Transport Programme – hence forecast figures will be lower than that wished for.

6.4 National moderation and allocating of funding

Funds are allocated by the Transport Agency to the highest national priority activities first. Activities are allocated nationally distributed (N) funds in each activity class until the total allocation of funds to that activity class is fully provided. The Transport Agency will make allocations to each activity class within the range defined by the GPS applicable to that period.

Each region may prioritise its projects for the RLTP as it wishes. However, this prioritisation will not necessarily be translated into the NLTP programme, as national moderation by the Transport Agency is likely to change what projects are funded according to national objectives – that is, those projects deemed as more nationally important will advance to the top for any available funds first, effectively limiting the say that the region has on the use of these funds as they will be prioritised nationally anyway, which is an ongoing concern for the Committee.

Once the final revised Plan is submitted to the Transport Agency in April 2018, the Transport Agency will undertake 'national moderation' of all the activities submitted by each region in the country to decide which activities they will include in the *National Land Transport Programme 2018-21*.



Regional Land Transport Plan for Taranaki 2015/16–2020/21 — as revised by 2017/18 mid-term review

6.5 Activities to be funded from other sources

Some of the following land transport activities may be funded without any assistance from the National Land Transport Fund in Taranaki:

- **Operations**
 - Street cleaning, e.g. litter bin collection and central business district cleaning
 - Crime prevention cameras
 - Amenity lighting, e.g. under-veranda lighting
 - Vehicle crossing repairs
 - Footpath maintenance.
- **Renewals**
 - CCTV renewal programme
 - Vehicle crossing renewals
 - Footpath renewals.
- **Improvements**
 - New footpaths
 - Storm water improvements
 - Some general roading improvements, e.g. rural roads geometric improvements and urban road improvements
 - Seal extensions
 - Central business district upgrade works
 - New kerb and channel
 - Land purchase for street widening.

All of the activities listed above are funded by local authority rates.

Section 5.8 (Accelerated Regional Rooding Package) outlines projects that are being funded through the Accelerated Regional Rooding Package, which also sits outside of the NLTFund – though the Transport Agency will manage these works (as Crown funds).

The Department of Conservation will meet the equivalent of 'local share' from its own funds – which can broadly be considered as Crown funds also..

7. MONITORING, REVIEWS AND VARIATIONS

7.1 Monitoring the Plan

Under the LTMA a regional land transport plan is required to include “a description of how monitoring will be undertaken to assess implementation of the regional land transport plan” and “the measures that will be used to monitor the performance of the activities”.

Monitoring of the Plan will include gathering and reviewing information from organisations responsible for the delivery of the Plan’s programme activities. Monitoring reports will be produced annually during the period of the Plan and will include the following:

- A high level narrative report on the implementation of the objectives in the Plan.
- Progress against the programme of activities included in the programme component of the Plan, against certain key criteria where possible.
- A comparison of the funding requested for the preceding year against the actual funding approved and the actual expenditure for that year.
- Details of any plan variations approved during the year.
- An outline of the progress against significant activities identified in Section 5.3.

7.2 Review of the Plan

Under the LTMA, regional land transport plans must be issued every six years and reviewed every three years. The initial Plan was released in April 2015. This version, as revised by the mid-term review of 2017/18, will be released in final form in April 2018.

The Plan may need to be reviewed earlier if a request for a variation to the Plan triggers the Significance Policy outlined in Section 7.4.

In the interim, the Plan will be monitored as outlined in Section 7.1.

7.3 Variations to the Plan

The Plan will remain in force until 30 June 2021 – or unless a variation is required under section 18D of the LTMA.

Over the duration of the Plan, activities or projects could change, be abandoned or be added. Variation requests could occur due to variations in the time, scope or cost of proposed activities (especially given that a funding application can be made a number of years before an activity is to be undertaken).

Approved organisations or the Transport Agency, can therefore request that the Committee prepare a Plan variation. The Committee can also prepare variations of its own initiative.

The Committee will consider requests for variations promptly and forward the amended Plan to the Taranaki Regional Council for its consideration.

When variations are ‘significant’ in terms of the Committee’s significance policy (set out in Section 7.4 below), the Committee must consult on the variation before adopting it and forwarding it to the Taranaki Regional Council and ultimately the Transport Agency.

Public consultation is **not** required for any variation that is not significant in terms of the significance policy adopted in Section 7.4 of this Plan. It is probable that the majority of variations will not be significant.

7.4 Significance policy in relation to Plan variations

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

General determination of significance in relation to Plan variations

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

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

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

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

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

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

Consultation procedure to follow

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

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

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

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

GLOSSARY OF TERMS AND ACRONYMS

The following is a glossary of terms and acronyms used in the Plan.

Frequent reference is made within these definitions to the LTMA, being the *Land Transport Management Act 2003*.

Activity means a land transport output or capital project, or both.

Activity class (AC) means a grouping of similar activities, as defined in the *Government Policy Statement* (e.g. renewal of local roads).

Arterial route means a major or main road that primarily services through traffic.

Approved organisation (AO) refers to an organisation that is eligible to receive funding from the National Land Transport Fund for land transport activities. Approved organisations are defined in the LTMA as including regional councils, territorial authorities or a public organisation approved by the Governor General (by Order in Council) – currently the Department of Conservation and the Waitangi National Trust Board.

Approved organisations in the Taranaki region are the:

- Taranaki Regional Council
- New Plymouth District Council
- Stratford District Council
- South Taranaki District Council
- Department of Conservation.

Assessment profile refers to the three-part rating for an activity, rated as high, medium or low (eg HMM), and representing the assessment for Strategic Fit, Effectiveness and Efficiency respectively.

Benefit cost ratio (BCR) refers to the ratio that compares the benefits accruing to land transport users and the wider community from implementing a project or providing a service, with that project or service's whole of life costs. The Transport Agency uses the BCR as a measure of economic efficiency from a national perspective.

Business Case (BC) Approach is outlined in Section 3.5.

Combination of activities refers to two or more activities from the same activity class or from different activity classes. In practice, means a group of similar or dissimilar activities assembled to produce a particular outcome (e.g. group or package).

Commitment refers to the balance of financial allocation required to complete an approved activity in the current and future years.

Committed activities refers to commitments arising from activities which have previously been approved for funding through a previous National Land Transport Programme, so are included in the Plan automatically. Commitments arising from approved activities do not have to be prioritised as they have already been accepted by New Zealand Transport Agency as approved activities.

Committee refers to the Regional Transport Committee for Taranaki.

Crown (C) Funds refers to special funding for specific regions and specified activities as appropriated or directed by the government.

Demand management refers to a generic classification of activities that encourage more efficient and sustainable travel and transport behaviour. Demand management has the objective of encouraging motor vehicle users to use alternative means of transport when appropriate while also reducing total vehicle kilometres travelled. This includes freight transport as well as personal travel.

District means the district of a territorial authority.

Emergency Works refers to the work category which covers both initial response and the work required to reinstate a road facility damaged by a sudden and unexpected natural event.

Existing public transport services means the level of public transport services in place in the financial year before the commencement of the Regional Land Transport Plan, and any minor changes to those services.

Funding Assistance Rate (FAR) means the usual contribution in percentage terms that the Transport Agency augments funding of an approved organisation for the delivery of an activity of combination of activities.

Financial year means a period 12 months beginning on 1 July and ending on 30 June.

Full time equivalents (FTE) for the purposes of this document refers to the New Zealand Police's full-time equivalents calculated by dividing total hours by 1,500.

Government Policy Statement (GPS) refers to a Government Policy Statement on Land Transport issued under section 66 of the LTMA.

Group (or projects) refers to a combination of small projects of the same Activity Class representing a logical block of work, or a collection of community programme activities.

High Productivity Motor Vehicles (HPMV) means a truck that carries a divisible load that exceeds a mass of 44,000kg and/or the maximum length dimensions allowed for standard vehicles (as set out in the *Land Transport Rule: Vehicle Dimensions and Mass 2002*). HPMVs operate under HPMV permits issued by a RCA for access to specific roads that have been determined to be suitable to accommodate the additional mass and/or length.

Improvements projects refer to improvements to road infrastructure outside of work categories defined as local maintenance and renewals.

Land transport refers to the transport of people and freight on land by any means and the infrastructure, goods and services facilitating that transport. Includes coastal shipping and associated infrastructure.

The definition provided in the *Land Transport Management Act 2003* is:

Land transport

(a) means -

(i) transport on land by any means

(ii) the infrastructure, goods, and services facilitating that transport; and

(b) includes -

(i) coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes) and associated infrastructure

(ii) the infrastructure, goods and services (including education and enforcement), the primary purpose of which is to improve public safety in relation to the kinds of transport described in paragraph (a)(i).

Land Transport Management Act 2003 (LTMA) refers the *Land Transport Management Act 2003*, as amended from time to time, which is the main statutory framework for land transport planning and funding in New Zealand.

Level of service (LOS)

Local authority refers to any territorial authority or regional council within the meaning of the *Local Government Act 2002*.

Local road means a road, other than a state highway, in the district, and under the control, of a territorial authority.

Local road maintenance refers to local road activities covering the following work categories: sealed pavement maintenance, unsealed pavement maintenance, routine drainage maintenance, structures maintenance, environmental maintenance, traffic services maintenance, operational traffic maintenance, cycle path maintenance, level crossing warning devices, emergency works, network and asset management, unsealed road metalling, sealed road resurfacing, drainage renewals, sealed road pavement rehabilitation, structures component replacements, environmental renewals, traffic services renewals, associated improvements and preventive maintenance. Improvements to road infrastructure outside of these work categories are considered to be 'improvement' projects.

Long-Term Plan (LTP) refers to the ten year long-term council plan produced by regional and territorial authorities in accordance with section 93 of the *Local Government Act 2002*.

Low cost / low risk improvements were known as Minor Improvements prior to the 2018-21. Low cost, low risk improvement programmes within the Local Road Improvements, State Highway Improvements, Regional Improvements or Public Transport Improvements activity classes are for improvement activities up to \$1 million total cost per activity.

Minor improvements prior to July 2017, referred to improvement projects of \$300,000 (was \$250,000 for the 2012-15 NLTP) cost or less that are within the definitions of existing improvements work categories. Minor improvements are delivered as a programme with block funding under delegated authority. From July 2017, the threshold was increased to \$1M, with a change in name for the 2018-21 NLTP to 'Low cost / low risk Improvements'

Mode is a categorisation of different methods of transport e.g. bus, walking, cycling, road, rail, airplane or boat.

Model walking/cycling community refers to a community selected by the Transport Agency Board through a selection process to undertake an accelerated investment programme, demonstrating the outcomes achieved by planning an integrated network which prioritises walking and cycling. Model communities have the objective to increase transport efficiency in main urban areas by creating environments where walking and cycling becomes a realistic and viable transport choice with improved safety, improved access and improved awareness of walking and cycling. The New Plymouth district was chosen as a model community in June 2010.

National Land Transport Fund (NLTF) means the fund established under section 10 of the LTMA to pay for land transport activities.

National Land Transport Programme refers to a national three-year programme produced and adopted by the Transport Agency of approved and proposed activities, prepared under section 19 of the LTMA.

National (N) Funds refers to nationally distributed funds. These are the balance of funds in the National Land Transport Fund after accounting for R (regionally distributed) and C (crown) funds. N funds are allocated to the highest priority activities in each activity class across New Zealand, having accounted for R and C fund allocations.

New Zealand Transport Agency (NZTA) refers to the single Crown entity established under section 93 of the LTMA that replaced Land Transport New Zealand and Transit New Zealand from 1 August 2008.

New Zealand Transport Strategy refers to the 2008 New Zealand Transport Strategy prepared by the government that was replaced by *Connecting New Zealand* in August 2011.

NLT means National Land Transport

Public transport service is a service for the carriage of passengers for hire or reward, that is available to the public generally by means of vehicles as defined in section 5 of the *Land Transport Management Act 2003*.

Police activities means activities, approved by the Minister of Transport in conjunction with the Minister of Police, paid from the National Land Transport Fund, to be delivered by the police.

Planning and Investment Knowledge Base (PIKB) refers to the Transport Agency's online system (www.pikb.co.nz) which has replaced the former *Planning, Programming and Funding Manual* as the Agency's manual setting out planning, programming and funding policy, practice, procedures and guidance to approved organisations in the preparation and planning of projects and activities for which they seek national funding.

Regional Council means a regional council within the meaning of the *Local Government Act 2002*.

Regional land transport programme means a regional land transport programme, previously prepared under Part 2 of the LTMA, but no longer a requirement of the Act as of July 2013. This document effectively replaces the *Regional Land Transport Programme for Taranaki 2012-15*.

Regional land transport plan refers to a regional land transport plan as from time to time amended or varied.

Regional Land Transport Plan for Taranaki 2015/16-2020/21 or **Plan** refers to this document.

Regional land transport strategy means a regional land transport strategy previously prepared under Part 3 of the LTMA, but no longer a requirement of the Act as of July 2013. This document effectively replaces the *Regional Land Transport Strategy for Taranaki 2011-2041*.

Regional (R) Funds refers to funds from a 5 cent per litre increase in fuel excise duty and an equivalent increase in road user charges for light vehicles, to be distributed regionally on the basis of population (with Auckland receiving 35 percent of the total collected) for 10 years from April 2005.

Regional Transport Advisory Group (RTAG) is the technical advisory group to the Regional Transport Committee.

Regional transport committee refers to a regional transport committee established under section 105 or clause 11 of schedule 7 of the *Land Transport Management Act 2003*. Regional transport committees have representation from regional councils, territorial authorities, and the Transport Agency.

RLT means Regional Land Transport

Road Controlling Authority (RCA) that is, the Transport Agency (for state highways), the Department of Conservation, and the territorial authorities (in Taranaki being the New Plymouth, Stratford and South Taranaki district councils).

Special Purpose Roads (SPR) are those local roads that were accepted as such under section 104 (now repealed) of the *Transit New Zealand Act*. Stratford and New Plymouth district councils both have responsibility for special purpose roads in their respective districts which provide access into the Department of Conservation controlled Egmont National Park. National funding assistance for SPR is currently provided to those district councils at a 100% FAR, but this is under review by the Transport Agency.

State highway (SH) means a road declared to be a state highway under section 11 of the *National Roads Act 1953*, section 60 of the *Government Roading Powers Act 1989*, or under section 103 of the *Land Transport Management Act 2003*. These roads are managed by the Transport Agency.

Territorial authority (TA) means a city council or district council named in Part 2 of Schedule 2 of the *Local Government Act 2002*.

Transport Investment Online (TIO) refers to the Transport Agency's web-based funding allocation system for preparing and managing the *National Land Transport Programme*.

Useful websites:

Taranaki Regional Council	www.trc.govt.nz
New Zealand Transport Agency	www.nzta.govt.nz
New Plymouth District Council	www.newplymouthnz.com
Let's Go	http://www.letsgo.org.nz/
Stratford District Council	www.stratford.govt.nz
South Taranaki District Council	www.stdc.co.nz



APPENDIX I: LEGISLATIVE CONTENT REQUIREMENTS OF RLTP

Section 16 [Form and content of regional land transport plans] of the Land Transport Management Act 2003

(1) A regional land transport plan must set out the region's land transport objectives, policies, and measures for at least 10 financial years from the start of the regional land transport plan.

(2) A regional land transport plan must include—

(a) a statement of transport priorities for the region for the 10 financial years from the start of the regional land transport plan; and

(b) a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the regional land transport plan; and

(c) all regionally significant expenditure on land transport activities to be funded from sources other than the national land transport fund during the 6 financial years from the start of the regional land transport plan; and

(d) an identification of those activities (if any) that have inter-regional significance.

(3) For the purpose of seeking payment from the national land transport fund, a regional land transport plan must contain, for the first 6 financial years to which the plan relates,—

(a) for regions other than Auckland, activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services; and

(b) in the case of Auckland, activities proposed by Auckland Transport; and

(c) the following activities that the regional transport committee decides to include in the regional land transport plan:

(i) activities proposed by approved organisations in the region or, in the case of Auckland, by the Auckland Council, other than those activities specified in paragraphs (a) and (b); and

(ii) activities relating to State highways in the region that are proposed by the Agency; and

(iii) activities, other than those relating to State highways, that the Agency may propose for the region and that the Agency wishes to see included in the regional land transport plan; and

(d) the order of priority of the significant activities that a regional transport committee includes in the regional land transport plan under paragraphs (a), (b), and (c); and

(e) an assessment of each activity prepared by the organisation that proposes the activity under paragraph (a), (b), or (c) that includes—

(i) the objective or policy to which the activity will contribute; and

(ii) an estimate of the total cost and the cost for each year; and

(iii) the expected duration of the activity; and

(iv) any proposed sources of funding other than the national land transport fund (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties); and

(v) any other relevant information; and

(f) the measures that will be used to monitor the performance of the activities.

(4) An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity.

(5) For the purpose of the inclusion of activities in a national land transport programme,—

(a) a regional land transport plan must be in the form and contain the detail that the Agency may prescribe in writing to regional transport committees; and

(b) the assessment under subsection (3)(e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the Agency under paragraph (a).

(6) A regional land transport plan must also include—

- (a) an assessment of how the plan complies with section 14; and*
- (b) an assessment of the relationship of Police activities to the regional land transport plan; and*
- (c) a list of activities that have been approved under section 20 but are not yet completed; and*
- (d) an explanation of the proposed action, if it is proposed that an activity be varied, suspended, or abandoned; and*
- (e) a description of how monitoring will be undertaken to assess implementation of the regional land transport plan; and*
- (f) a summary of the consultation carried out in the preparation of the regional land transport plan; and*
- (g) a summary of the policy relating to significance adopted by the regional transport committee under section 106(2); and*
- (h) any other relevant matters.*

(7) For the purposes of this section, existing public transport services means the level of public transport services in place in the financial year before the commencement of the regional land transport plan, and any minor changes to those services.

APPENDIX II: ASSESSMENT OF STATUTORY COMPLIANCE

Under section 16(6)(a) of the *Land Transport Management Act 2003* (LTMA), the Plan must contain an assessment of how it complies with Section 14 of the Act – which reads:

14 Core requirements of regional land transport plans

Before a regional transport committee submits a regional land transport plan to a regional council ...for approval, the regional transport committee must—

(a) be satisfied that the regional land transport plan—

- (i) contributes to the purpose of this Act; and*
- (ii) is consistent with the GPS on land transport; and*

(b) have considered—

- (i) alternative regional land transport objectives that would contribute to the purpose of this Act; and*
- (ii) the feasibility and affordability of those alternative objectives; and*

(c) have taken into account any—

- (i) national energy efficiency and conservation strategy; and*
- (ii) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and*
- (iii) likely funding from any source*

The Committee has assessed and is satisfied that the Plan complies with these requirements, as outlined in Table 9 below.

Table 9: Assessment of the Plan’s compliance with Section 14 of the LTMA

LTMA reference	Provision	Description of how the Plan meets the statutory requirements
Section 14(a)(i)	Be satisfied that the Plan contributes to the purpose of the LTMA – which is to contribute to an effective, efficient, and safe land transport system in the public interest.	Section 4 provides the strategic direction for the Plan, including identifying transport issues and challenges, objectives, policies, measures and priorities. This policy framework, together with the programme component of the Plan which outlines the activities being proposed for funding, has been designed to give full effect to the LTMA’s purpose. Through ongoing monitoring, reviews and variations the Plan will be responsive to any change in transport needs over time.
Section 14(a)(ii)	The Plan is consistent with the Government Policy Statement (GPS) on land transport	Section 3.3 describes the national and regional policy context for the Plan and specifically outlines the GPS. The Activity Classes set in the GPS have been clearly identified in Section 5 and Section 6, with proposed activities having been aligned to the funding ranges available under the GPS.

LTMA reference	Provision	Description of how the Plan meets the statutory requirements
Section 14(b)(i) and (ii)	The Committee has considered alternative regional land transport objectives that would contribute to the purpose of this Act, and the feasibility and affordability of those alternative objectives	<p>The Committee notes the absence of guidelines from the Ministry of Transport and/or Transport Agency detailing the intention of this provision (particularly regarding the feasibility and affordability of alternative objectives).</p> <p>However, this Plan has been built off the solid policy direction outlined in the <i>Regional Land Transport Strategy for Taranaki 2011-2041</i>. It is important to note that this Strategy, and the 2006 one developed prior to it, went through a robust development process, including the detailed examination of strategic options. The development of this Plan has reconfirmed the general strategic direction for Taranaki's land transport system as set in the Strategy, of 'Improved roading, with an increased provision for alternative modes'.</p>
Section 14(c)(i)	Has taken into account the National Energy Efficiency and Conservation Strategy	<p>In the preparation of the Plan, the Committee has taken into account national objectives and issues set out in the <i>New Zealand Energy Efficiency and Conservation Strategy</i>. The Strategy sets out three transport objectives relating to reducing the need for travel, improving the energy performance of transport, and improving the uptake of low energy transport options. Section 4.4 explicitly addresses promoting energy efficiency through the sixth objective of "An energy efficient and environmentally sustainable land transport system" with related policies and measures outlined.</p> <p>In addition, some of the activities listed in Section 5 are expected to support improvements in energy efficiency - particularly those activities improving traffic flows and the roading characteristic (e.g. reducing rolling resistance), and promoting less energy intensive modes of transport (e.g. public transport, walking and cycling).</p>
Section 14(c)(ii)	Has taken into account any relevant national and regional policy statements or plans under the <i>Resource Management Act 1991</i>	<p>In the preparation of the Plan, the Committee has taken into account transport related objectives, policies and methods set out in the <i>Regional Policy Statement for Taranaki (2010)</i>.</p> <p>Issues, objectives and activities identified in the Plan support a number of objectives, policies and methods addressing environmental issues identified in the Regional Policy Statement. In particular the Plan will contribute to addressing Regional Policy Statement (2010) issues relating to climate change, sustainably managing energy, and promoting sustainable urban development.</p>
Section 14(c)(iii)	Has taken into account likely funding from any source	Section 6 and Appendix IV include an outline of anticipated funding sources and potential alternative funding sources.

APPENDIX III: ASSESSMENT OF THE RELATIONSHIP WITH POLICE ACTIVITIES

Though the *Road Policing Programme* is funded from the National Land Transport Fund, the Road Policing Activity Class is not coordinated through regional land transport plans as occurs with the other activity classes, rather funds are allocated directly to the NZ Police at a national level. Regional land transport plans are required however (under section 16(6)(b) of the LTMA), to include an assessment of the relationship of police activities to the Plan.

In preparing this Plan, the Committee took into account *Safer Journeys: New Zealand's Road Safety Strategy 2010-2020*, which is also a guiding document for the road policing side of the New Zealand Police. There is therefore a strong relationship between the Plan and police activities. Further, *Safer Journeys* is a guiding document for the *Road Policing Programme* prepared by the Transport Agency and the *Community Road Safety Programme* prepared by RoadSafe Taranaki.

Police roading activities focus on the delivery of enforcement activities. However, the New Zealand Police also support and work with other Plan partners such as the Transport Agency, the district councils and RoadSafe Taranaki to deliver community and educational programmes.

New Zealand Police activities focus predominantly on road safety (Objective 3 identified in Section 4.4). However, their activities also indirectly address other issues identified in the Plan. For example, fewer deaths and injuries in the health system have a notable economic benefit for the country, thereby contributing to Issue 2 of facilitating growth and economic development. Economic development is also encouraged by policing activities in that road trauma is reduced, and traffic flows (post-crash or regular) are managed. Sensible speeds contribute to energy efficiency and to minimising undesirable emissions, and the policing of safety is closely linked to security in public places, as well as with general crime outcomes. When people feel safe they are more likely to use the land transport system and be mobile on foot and by cycle as well as by vehicle, thereby assisting a range of other Plan objectives. Conversely, road

engineering and other activities identified in Section 5 of the Plan (e.g. the Normanby Overbridge Realignment, as well as other works on state highways and local roads that make them more safe and 'forgiving') also contribute to meeting New Zealand Police targets relating to road safety.

It is the shared view of both the Committee and the New Zealand Police that the issues, priorities and activities identified in the Plan strongly support and align with New Zealand Police's road safety goals and, vice versa, Police activities will make a positive contribution to addressing issues and priorities identified in the Plan.

The New Zealand Police commit 30 full time equivalents (FTE) to land transport related duties in the region as outlined in Table 10 below, 20.4 FTE service the New Plymouth district and 9.6 FTE service the Stratford and South Taranaki Districts.

Table 10: Police resourcing for land transport activities in Taranaki

Police land transport activities		Police resourcing for Taranaki per annum*	
		FTE	%
Enforcement	Speed control	5.8	19.3%
	Drinking or drugged driver control	7.9	26.3%
	Restraint device control	2.1	7.0%
	Visible road safety and general enforcement	7.4	24.6%
Reactive	Crash attendance and investigation	4.7	15.7%
	Traffic management (post crash)	0.8	2.7%
Education	Police community services	0.5	1.7%
	School road safety education	0.8	2.7%
Total		30.0	100%

* For the purposes of this Plan, it is assumed that these FTE estimates given by representatives of the NZ Police as at 2014 will apply annually for the duration of this Plan.

Ongoing liaison, advocacy and coordination with Police

Liaison and partnering will continue to occur at the district level through the development of road safety action plans for the Taranaki region. Road safety action plans are partnership agreements between the New Zealand Police, the Transport Agency, local authorities, Roadsafe Taranaki, and other community representatives. Through these plans, road safety risks are determined at the local level, and the delivery of planned services is coordinated. The plans also synchronise all road safety activities delivered at the local level (for example engineering improvements, community programmes and road policing).



APPENDIX IV: 10-YEAR EXPENDITURE FORECASTS

The following two tables are an expansion of the summary information provided in Section 6.3. **Awaiting funding source breakdown from NZTA – TIO developer**

Table 11: 10-year Activity Class expenditure forecasts by organisation (\$)

Org.	AC code	Activity Class (AC) name	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	10 year total 2015-2024
DOC	8	Local road maintenance	0	0	0	11,556	11,556	11,556	11,556	11,556	11,556	11,556	80,892
DOC	12	Local road improvements	0	0	0	0	0	100,000	0	0	0	0	100,000
DOCs total by year			0	0	0	11,556	11,556	111,556	11,556	11,556	11,556	11,556	180,892
NPDC	1	Investment management	0	0	0	500,000	100,000	100,000	100,000	100,000	100,000	100,000	1,100,000
NPDC	3	Walking and cycling improvements	996,817	472,998	780,000	0 ¹⁹	0	0	0	0	0	0	2,249,815
NPDC	8	Local road maintenance	12,941,044	11,978,208	14,438,682	12,433,000	12,553,000	12,633,000	12,371,000	12,371,000	12,371,000	12,371,000	126,460,934
NPDC	12	Local road improvements	1,008,816	2,427,855	3,370,000	2,866,000	2,866,000	5,066,000	1,866,000	1,866,000	1,866,000	1,866,000	25,068,671
		Low cost / low risk improvements	988,873	1,092,026	1,180,000	1,866,000	1,866,000	1,866,000	1,866,000	1,866,000	1,866,000	1,866,000	16,322,899
		Other (projects)	19,943	1,335,829	2,190,000	1,000,000	1,000,000	3,200,000	0	0	0	0	8,745,772
NPDCs total by year			14,946,677	14,879,061	18,588,682	15,799,000	15,519,000	17,799,000	14,337,000	14,337,000	14,337,000	14,337,000	154,879,420
STDC	2	Road safety promotion ²⁰	205,243	207,747	254,500	650,000	650,000	650,000	650,000	650,000	650,000	650,000	5,217,490
STDC	8	Local road maintenance	18,972,486	12,710,818	12,321,981	13,420,700	13,420,700	13,420,700	12,911,510	13,105,182	13,301,761	13,501,287	137,087,125
STDC	12	Local road improvements	1,849,417	2,430,051	5,736,802	1,100,000	1,100,000	1,100,000	1,200,000	1,200,000	1,250,000	1,250,000	18,216,270
		Low cost / low risk improvements	1,140,230	1,108,026	976,802	1,100,000	1,100,000	1,100,000	1,200,000	1,200,000	1,250,000	1,250,000	11,425,058
		Other (projects)	709,187	1,322,025	4,760,000	0	0	0	0	0	0	0	6,791,212
STDCs total by year			21,027,146	15,348,616	18,313,283	15,170,700	15,170,700	15,170,700	14,761,510	14,955,182	15,201,761	15,401,287	160,520,885
SDC	8	Local road maintenance	9,244,323	4,494,609	6,103,735	5,448,951	5,448,951	5,448,951	5,557,929	5,669,088	5,782,470	5,898,120	59,097,127
SDC	12	Local road improvements	505,220	535,159	968,135	786,302	723,002	815,802	651,116	618,638	728,638	754,137	7,086,149
		Low cost / low risk improvements	310,182	405,159	882,581	786,302	723,002	815,802	651,116	618,638	728,638	754,137	6,675,557
		Other (projects)	195,038	130,000	85,554	0	0	0	0	0	0	0	410,592

¹⁹ NZTA requirements mean that funding for NPDC's Let's Go promotional work moves from AC3 to AC2 from 2018/19, to be included under the regional Road Safety Promotion work coordinated by STDC.

²⁰ Road Safety Promotion expenditure covers the whole region – with STDC administering the programme on behalf of the three district councils. Further explanation provided in Table 12.

- These figures include Emergency Works (Work Category 141) for the first three years of the Plan.
- These figures include those for the Special Purpose Roads (SPR) that are maintained by the New Plymouth and Stratford district councils.
- Activity Classes which contain 'Low Cost / Low Risk Improvements' (formerly 'Minor Improvements') categories have been detailed further to provide ease of identification of minor safety works versus larger projects.
- Due to the increase in threshold of 'Low Cost / Low Risk Improvements' to \$1M from July 2017, a wider range of relatively minor activities will come under this category in future - including many Let's Go infrastructure improvements and bridge replacement works.

Org.	AC code	Activity Class (AC) name	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	10 year total 2015-2024
SDCs total by year			9,749,543	5,029,768	7,071,870	6,235,253	6,171,953	6,264,753	6,209,045	6,287,726	6,511,108	6,652,257	66,183,276
NZTA	1	Investment management	103,747	0	0	153,900	0	0	0	0	0	0	257,647
NZTA	3	Walking and cycling improvements	606,647	0	499,557	0	0	0	0	0	0	0	1,106,204
NZTA	9	State highway maintenance	11,145,988	14,039,951	15,977,492	19,274,020	19,135,270	17,479,418	20,291,879	20,991,949	21,716,172	20,656,241	180,708,380
NZTA	13	State highway improvements	13,114,933	4,332,930	4,722,171	81,263,000	74,269,000	61,236,000	950,000	950,000	6,610,000	26,433,000	273,881,034
		Low cost / low risk improvements	584,251	1,227,250	3,702,771	950,000	950,000	950,000	950,000	950,000	950,000	950,000	12,164,272
		Other (projects)	12,530,682	3,105,680	1,019,400	80,313,000	73,319,000	60,286,000	0	0	5,660,000	25,483,000	261,716,762
NZTA's total by year			24,971,315	18,372,881	21,199,220	100,690,920	93,404,270	78,715,418	21,241,879	21,941,949	28,326,172	47,089,241	455,953,265
TRC	1	Investment management	102,232	129,643	147,000	179,881	187,578	190,552	179,063	197,644	201,297	190,023	1,704,913
TRC	4	Public transport	2,615,900	2,759,201	4,144,477	3,623,155	3,663,863	3,756,363	3,644,247	3,713,488	3,784,115	3,856,154	35,560,963
		Existing services / operations	2,381,894	2,533,542	3,332,458	3,227,903	3,301,700	3,394,200	3,462,084	3,531,325	3,601,952	3,673,991	32,441,046
		Low cost / low risk improvements ²¹	234,006	225,659	305,000	331,000	220,000	290,000	110,000	110,000	110,000	110,000	2,115,662
		Ticketing	0	0	507,019	64,250	72,163	72,163	72,163	72,163	72,163	72,163	1,004,257
TRC's total by year			2,718,132	2,888,844	4,291,477	3,803,036	3,851,443	3,946,915	3,823,310	3,911,132	3,985,412	4,046,177	37,265,876

²¹ Public transport (Low cost / low risk improvements) includes expenditure on related infrastructure, such as bus shelters, by the district councils. Further explanation provided in Table xx.

Table 12: Breakdown of expected funding source for the 10-year expenditure forecasts <to be updated – awaiting data from TIO developers>

Org. & Activity Class	Total forecast expenditure 2015/2024 (\$)	Expected funding source (\$) ²²	
		Local (L)	National (N)
1 – Investment management			
NPDC	613,500	299,081	314,419
SDC	0	0	0
STDC	0	0	0
NZTA	220,000	0	220,000
TRC	2,078,267	1,016,766	1,061,501
Total	2,911,767	1,315,847	1,595,920
2 – Road safety promotion			
NPDC	0	0	0
SDC	0	0	0
STDC ²⁵	2,591,000	987,075	1,603,925
TRC	0	0	0
Total	2,591,000	987,075	1,603,925
8 – Local road maintenance			
NPDC	122,919,709	60,109,888	62,809,821
SDC	50,680,699	21,933,243	28,747,456
STDC	118,336,686	50,873,464	67,463,222
Total	291,937,094	132,916,595	159,020,499
9 – State highway maintenance			
NZTA	135,381,130	0	135,381,130
Total	135,381,130	0	135,381,130

Org. & Activity Class	Total forecast expenditure 2015/2024 (\$)	Expected funding source (\$)	
		Local (L)	National (N)
3 – Walking and cycling improvements			
NPDC	5,350,000	2,616,150	2,733,850
SDC	0	0	0
STDC	775,000	469,500 ²³	305,500
NZTA	0	0	0
TRC	0	0	0
Total	6,125,000	3,085,650	3,039,350
4 – Public transport²⁴			
NPDC	0	0	0
SDC	0	0	0
STDC	0	0	0
TRC ²⁶	32,645,908 ²⁷ 37.2	15,966,825 ²⁸ 18.1	16,679,083 ²⁸ 19.1
Total	32,645,908²⁷ 37.2	15,966,825²⁸ 18.1	16,679,083²⁸ 19.1
12 – Local road improvements			
NPDC	15,660,000	7,662,040	7,997,960
SDC	5,814,232	2,417,595	3,396,637
STDC	11,974,499	5,170,784	6,803,715
Total	33,448,731	15,250,419	18,198,312
13 – State highway improvements			
NZTA	66,169,433 ²⁸	0	66,169,433
Total	66,169,433	0	66,169,433

²² Local (L) and National (N) figures are indicative only and based on current Financial Assistance Rates.

²³ This includes \$225,000 of additional Local Funds over and above the portion of local share for which co-funding is being sought from the NLTFund.

²⁴ This figure has been obtained using an estimate at a 51% FAR overall for all Passenger Transport.

²⁵ The three district councils share the costs of the road safety promotion programme between them. However STDC administer the programme on the group's behalf – including claiming for the total regional expenditure then on-invoicing the other councils. Local share from SDC and NPDC is therefore also involved for this activity yet is not separately specified in the Plan, being accounted for within STDC's totals.

²⁶ The supporting infrastructure for public transport services (such as bus shelters) is the responsibility of the district councils, however TRC applies collectively for funding for these activities on their behalf. Local share from the district councils is therefore also involved for public transport infrastructure yet is not separately specified in the Plan.

²⁷ Includes capital expenditure for integrated bus ticketing system which is eligible for Agency funding

²⁸ This figure does not include the up to \$40 million in potential Crown Funds on the two projects chosen as part of the Accelerated Regional Rooding Package – refer to Table 3, Table 8 and Section 5.6.

APPENDIX V: PLAN DEVELOPMENT AND CONSULTATION PROCESS

The development of the *Regional Land Transport Plan for Taranaki 2015-2021* involved extensive assessment, analysis and input by key stakeholders at various stages of the development process. The Regional Transport Committee for Taranaki oversees this process, with the technical assistance of the Regional Transport Advisory Group.

Set out in Figure 7 is a summary of the process for development of the Plan, including consultation.

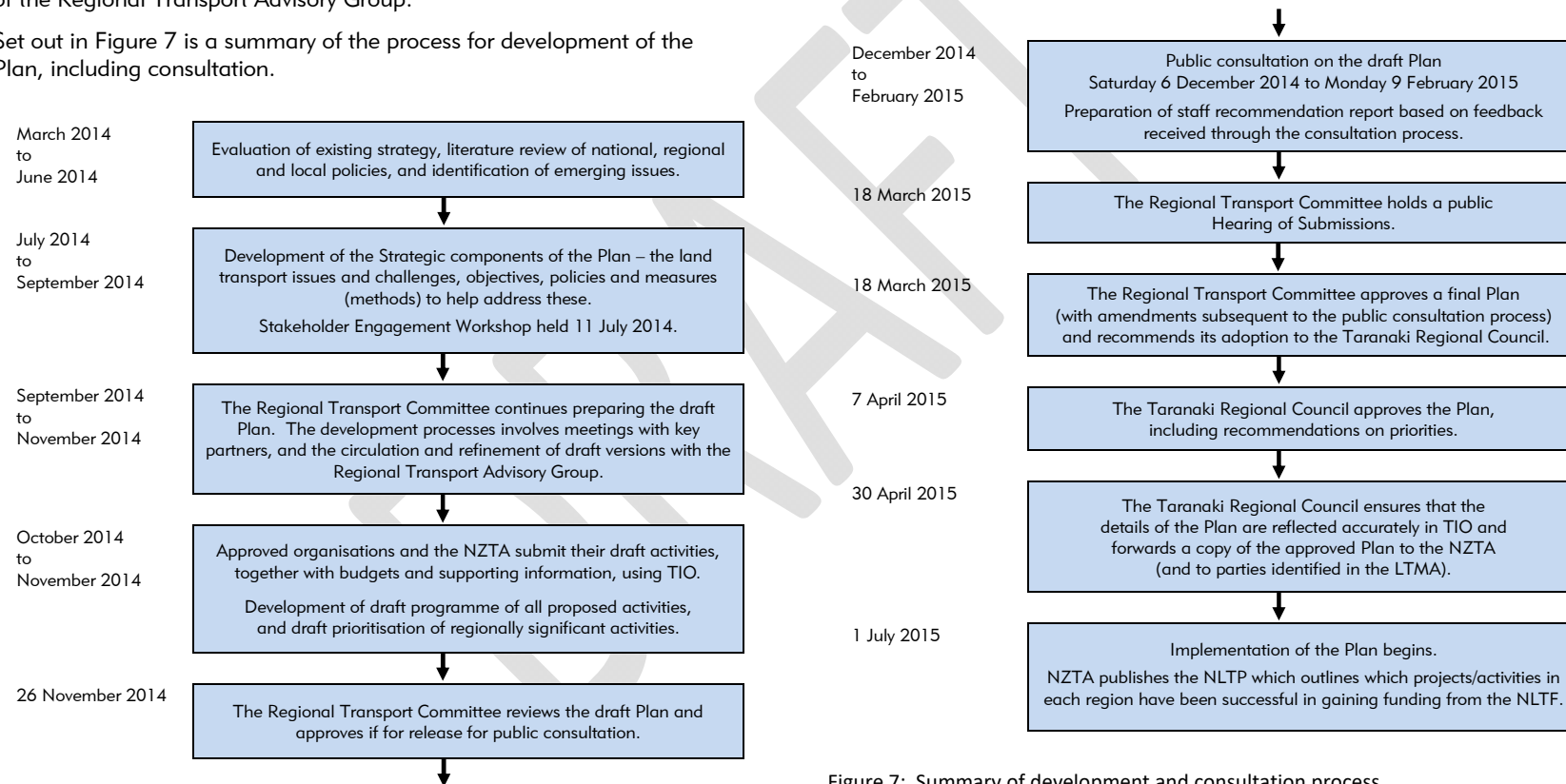


Figure 7: Summary of development and consultation process

To be inputted – figure on the *Draft RLTP: Mid-term review process*

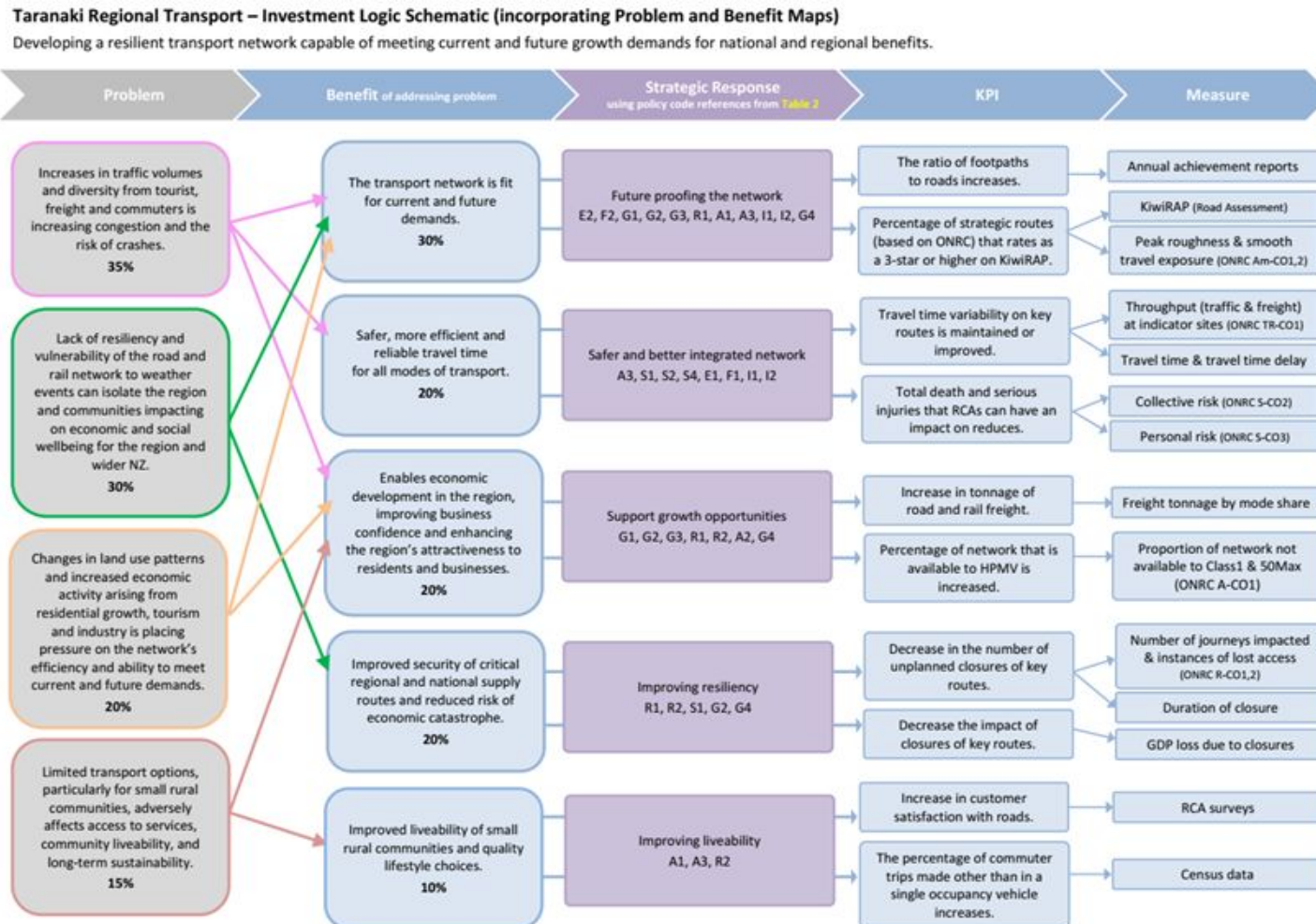
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Figure 8: Summary of development and consultation process regarding the Draft RLTP 2018/21 Mid-term Review

APPENDIX VI: INVESTMENT LOGIC DIAGRAM

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The following diagram combines the Problem and Benefit Maps created during the BCA processes undertaken as part of the mid-term review.



APPENDIX VII: STATE HIGHWAY 43 JOINT STATEMENT

The following joint statement by civic leaders was undertaken in August 2017

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 Volzke
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

APPENDIX VIII: MAPS OF KEY REGIONAL ROUTES

The following two pages show the key regional routes in the region as identified in November 2017, and are subject to changes to traffic patterns.

DRAFT

Agenda Memorandum

Date 13 June 2018



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

**Subject: Recent government announcements on
transport funding**

Approved by: M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

Document: 2061065

Purpose

The purpose of this memorandum is to update Members on several submissions made in response to recent Government announcements relating land transport funding.

Executive summary

The following memorandum provides Members with an update on the:

- Ministry of Transport's *Draft Government Policy Statement on Land Transport 2018/19-2027/28*
- NZ Transport Agency's *Draft Investment Assessment Framework for the 2018-21 National Land Transport Programme*
- NZ Transport Agency's *Draft Transport Investment Proposal 2018-27*.

Recommendations

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 for the 2018-21 National Land Transport Programme*
3. receives and notes information presented on the NZ Transport Agency's *Draft Transport Investment Proposal 2018-27*.

Background

Members will recall that the Minister of Transport indicated in November 2017 seven transport priorities for the new Government, including:

- Giving public transport greater priority in cities and expanding the public transport system to support new housing and inter-regional commuting

- Increasing the use of rail to enable efficient passenger and freight use
- Supporting regional development
- Increasing support for active modes – walking and cycling
- Delivering health, safety and environmental improvements
- Reducing the environmental impact of transport
- Mode neutrality in freight transport planning.

Since the Committee's last meeting, the following three documents have been published which provide further guidance on those matters identified above:

- Ministry of Transport's *Draft Government Policy Statement on Land Transport 2018/19-2027/28*
- NZ Transport Agency's *Draft Investment Assessment Framework for the 2018-21 National Land Transport Programme*
- NZ Transport Agency's *Draft Transport Investment Proposal 2018-27*

Draft Government Policy Statement on Land Transport

The *Draft Government Policy Statement on Land Transport 2018/19-2027/28* (GPS) details the government's priorities and results for the land transport sector and is a requirement of the Land Transport Management Act 2003. It describes the outcomes the government expects to achieve from its investment in land transport through the National Land Transport Fund (NLTF) over the next 10 years. It also sets out how to achieve these outcomes through investment in certain areas known as activity classes (such as state highway maintenance, road policing, local roads and public transport), how much revenue will be provided, and how the revenue will be raised.

In this way, the GPS influences decisions on how the NLTF is invested by the NZ Transport Agency. It also guides local government and the NZ Transport Agency on the type of activities that should be included in Regional Land Transport Plans and the National Land Transport Programme.

A new GPS is released every three years, with the next GPS coming into force on 1 July 2018 and covering the ten-year period 2018/19-2027/28 (GPS 2018). A new Draft GPS 2018 was therefore presented for public consultation in April 2018, outlining a transformation in the Government's investment focus and setting four new strategic priorities as follows:

1. Safety (key strategic priority) – due to concern about the rising level of death and serious injuries on New Zealand's roads.
2. Access (key strategic priority) – a land transport system that provides increased access to economic and social opportunities, enables transport choice and access, and is resilient.
3. Environment (supporting strategic priority) – a land transport system that reduces the adverse effects on the climate, local environment and public health.
4. Value for money (supporting strategic priority) – a land transport system that delivers the right infrastructure and services to the right level at the best cost.

Three themes have also been introduced to assist understanding of how to effectively deliver on these priorities. These themes influence how the results should be delivered to ensure the best transport solutions are achieved:

- A mode-neutral approach to transport planning and investment decisions: this encourages looking across the whole land transport system for the best solution.
- Incorporating technology and innovation into the design and delivery of land transport investment: technologies can support the creation of a safer, more efficient and effective transport system.
- Integrating land use and transport planning and delivery: acknowledging the significant impact land use planning and transport planning and delivery have on each other.

Full details of the Draft GPS are provided on the Ministry of Transport's website:
<https://www.transport.govt.nz/multi-modal/keystrategiesandplans/gpsonlandtransportfunding/>

Submission on the Draft GPS

Due to the consultation timeframes required by the Ministry of Transport, Members will recall that a draft submission on the *Draft Government Policy Statement on Land Transport 2018/19-2027/28* was circulated to the Committee by email on 30 April 2018. A revised submission was then sent to the Ministry by the due date of 2 May.

The main points raised in the submission to the Draft GPS were as follows:

- Need to adjust financial assistance rates for activity classes of regional improvements, public transport and walking/cycling improvements
- Concerns raised about possible reduced spending on state highways
- Welcome increased funding allocation to local road improvements and maintenance
- Safety improvements within the Low Cost/Low Risk programmes should have an increased Financial Assistance Rate
- Support provided for the broadening of the definition for Regional Improvement activity class
- Support provided for the increased funding for public transport
- Support provided for greater emphasis on walking and cycling.

The final submission on the Draft GPS 2018 is attached for Members' information.

Draft Investment Assessment Framework for the 2018-21 National Land Transport Programme

Whilst the GPS establishes the government's investment strategy (defining the results desired from the NLTF), the *Draft Investment Assessment Framework for 2018-21* (IAF) is produced by the NZ Transport Agency as a first step in operationalising the GPS. The IAF is therefore very operationally-focused, targeting how applications for investment from the NLTF are to be assessed.

Full details of the Draft IAF are provided on NZ Transport Agency's website:
<http://www.nzta.govt.nz/planning-and-investment/planning-and-investment-knowledge-base/2018-21-nltp-investment-assessment-framework-iaf/>

Submission on the Draft IAF

The consultation period for this document closed 18 May 2018. Officers therefore prepared a submission with input provided by members of the Regional Transport Advisory Group. The main points raised in the submission to the Draft IAF were as follows:

- Financial Assistance Rates for safety improvements need to increase

- Definition of 'significant' – what this means for levels of service for walking/cycling and public transport projects
- Support for inter-regional public transport as a medium results alignment criteria
- Special Purpose Roads – these should still receive 100% FAR
- High Urban Growth Area – New Plymouth should be recognised as such.

The final submission on the Draft IAF is attached for Members' information.

Draft Transport Investment Proposal 2018-27

The *Draft Transport Agency Investment Proposal* (TAIP) is the proposed programme of activities to be funded over the next 10 years from the National Land Transport Fund. The NZ Transport Agency has prepared the draft TAIP for consideration by Regional Transport Committees as part of their regional land transport plans to meet national and regional objectives. Once adopted in RLTPs alongside any locally-led activities put forward by Regional Transport Committees, the activities within the TAIP will be submitted to the Transport Agency Board, which will confirm a final programme of activities known as the National Land Transport Programme (NLTP), by 31 August 2018.

The draft TAIP is one element by which the Transport Agency gives effect to the Draft GPS and its strategic priorities

Taranaki regional summary

The Draft TAIP includes regional summaries that set out for each region:

- the identified transport problems and opportunities
- the proposed strategic transport response
- expected state highway expenditure and investment outcomes
- a list of committed and planned state highway projects.

Full details of the Draft TAIP are provided on NZ Transport Agency's website:

<http://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/draft-transport-agency-investment-proposal-2018-27/>

Officers have assessed the implications on the Draft TAIP for the Taranaki region with the following noted:

Funding approved

- SH3 Mt Messenger Bypass (part Crown and part NLTP Funded)
- SH3 Awakino Gorge to Mt Messenger Corridor (part Crown and part NLTP Funded)

Projects already included in the RLTP

- Keeping New Plymouth Moving and Growing
- Low cost/low risk improvements 2018-21

New projects identified - to be included in RLTP

Part of Waitara to Bell Block section of works – no prioritising required

- SH3 Waitara to Bell Block Safer Corridor
- Mangati Rd/SH3 Intersection Improvement
- SH3/Princess St Intersection Improvement

- Corbett Rd/SH3 Intersection Improvement

Outside the 2015-21 timeframe (i.e. doesn't need to be prioritised)

- SH3 Epiha Rd to Turangi Rd Safer Corridor
- SH45 New Plymouth to Hawera Safer Corridor:
- SH3 Hawera to Whanganui Safer Corridor
- SH3A Bell Block to Inglewood Safer Corridor
- Noise Walls and Improvement Programme

Not currently in Transport Investment Online (TIO) – more work being undertaken with NZTA to ascertain what these projects involve

- SH43 Improvements safety and access
- SH3 Inglewood to Hawera Safer Corridor
- SH3 Urenui to Uriti Safety Management

Projects not included in TAIP for 2018/19 – 20/21 but are in RLTP

- Airport Drive Improvements
- SH3/3A Hawera to New Plymouth Corridor Improvements
- LED Streetlight Conversion

Correspondence between Officers of the Taranaki Regional Council and the NZ Transport Agency have confirmed which ones are to be included in the RLTP and these have been highlighted in red in the revised *Draft RLTP: Mid-Term Review 2018/19-20/21* document presented today for Members' consideration.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Legal considerations

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

Appendices/Attachments

- Document 2034647: Taranaki Regional Council feedback on Draft GPS2018
- Document 2044261: An update from the NZ Transport Agency on the Government Policy Statement on Land Transport
- Document 2044257: Hon Phil Twyford's correspondence on the Government Policy Statement on Land Transport
- Document 2044634: Taranaki Regional Council feedback on Draft Investment Assessment Framework for the 2018-21 National Land Transport Programme

2 May 2018
Document: 2034647

Ministry of Transport
via email to gps2018@transport.govt.nz

Attention: GPS Policy Team

Taranaki Regional Council feedback on Draft GPS2018

The Taranaki Regional Council (the Council) thanks the Ministry of Transport for the opportunity to make a submission on the *Draft Government Policy Statement on Land Transport 2018/19–2027/28* (GPS 2018).

The Council makes this submission in recognition of the purpose of local government set out in the *Local Government Act 2002*, and the role, status, powers and principles under that Act relating to local authorities. In particular, the Council's comments are made in recognition of its:

- functions and responsibilities under the *Land Transport Management Act 2003*;
- and its regional advocacy responsibilities whereby the Council represents the Taranaki region on matters of regional significance or concern.

The Council has also been guided by its Mission Statement '*To work for a thriving and prosperous Taranaki*' across all of its various functions, roles and responsibilities, in making this submission.

Introduction

This submission takes a holistic regional view of the issues and impacts across the region for all Approved Organisations (AOs); not just transport activities directly managed by the Taranaki Regional Council. The submission has been developed with input from Members of the Taranaki Regional Transport Committee, along with officers of the region's territorial authorities, through the Regional Transport Advisory Group, although it is noted that each of the territorial authorities may also make a submission on their own behalf.

The Taranaki region has an extensive local road network, with the region's economy being heavily influenced by the oil and gas industry, engineering and dairy farming. State Highways 3, 3A, 43 and 45 connect our communities to each other and to the rest of the Taranaki region and New Zealand. State Highway 44 serves as a strategic short link between State Highway 3 and Port Taranaki.

General comments

The Council supports and commends the changes to broaden the GPS from being roading centric in nature. While a good roading network of both state highways and local roads remains vital for the region, the Council's Regional Land Transport Plan (RLTP) and its predecessor documents have long signalled an intent to increase provision of other modes of

transport. In this way, along with the stronger focus on social and environmental impacts, the revised GPS 2018 is generally better aligned with the strategic direction and policy framework of Taranaki's RLTP than previously.

Feedback from the Council on the initial draft GPS 2018 in April 2017 noted that, while it spoke of a 'one transport system approach' and 'multi-modal approach', it really only looked at the roading component of the 'system', with the balance of objectives and funding remaining heavily geared towards road investment, particularly state highways. Further, that while investment in roading is necessary particularly for safety and resilience reasons, the balance of funding did not adequately recognise the important role of public transport, active modes and travel demand management. The Council therefore recommended a shift to a more balanced and multi-modal funding allocation within GPS 2018, recognising the important role of public transport, active modes and travel demand management as part of an effective and optimised transport network. At the time, the Council also submitted that looking further forward to GPS 2021 that rail funding should be brought within the GPS.

The Council notes and supports the significant changes made in the revised GPS 2018 to move toward a more balanced and multi-modal land transport system. We note the decreased funding range assigned to the State Highway Improvements activity class, along with the higher funding ranges provided for all other activity classes.

Need to adjust Financial Assistance Rates

The Council has concerns that without related changes to Financial Assistance Rates (FAR), that the Government's transformative intents in increasing the available funding for other activity classes are not going to be realised. Particularly given the incompatible timing with councils Long-Term Plan (LTP) processes, which have been impacted by the delay in releasing the revised GPS, there is generally no local share (L Funds) available to enable local authorities to make use of the higher funding ranges signalled. Local government is already facing affordability issues and is under pressure to keep rates low, with the result being acute pressure on raising local share for activities.

The Council strongly advocates for an increase in the FAR provided for the activity classes of Regional Improvements, Public Transport, and Walking and Cycling Improvements. Reducing the local funding contribution required is likely to be critical when progressing projects that fall under these activity classes – and therefore realising the goals of the revised GPS.

The Council notes within the GPS 2018 – Questions and Answers:

Will FAR remain the same under GPS 2018?

The Funding Assistance Rates are set by the NZ Transport Agency. The new priorities create an expectation for greater expenditure from activities where local government is required to provide a share. The NZ Transport Agency is considering how to support the government's new priorities.

The Council stresses the importance of the NZ Transport Agency applying targeted enhanced FARs to assist local authorities to implement the new GPS.

State Highway investment

The Council has some concerns as to the implications for Taranaki of reduced spending on state highways and increased spending on rapid transit and transitional rail in particular. In Taranaki (as in other provincial regions) state highway spending will remain a critical part of our regional development investment (together with local road improvements) – heavy vehicle movements and cars using state highways and local roads will continue to be the main transport option for the vast majority of people in the region. We do not have rapid transit, therefore a reduction in real spend on state highways in Taranaki will mean we are being asked to support rapid rail in metros. The GPS must not ignore the productive wealth generated in the regions. State highways remain clear priorities in Taranaki, as being our key inter-regional and intra-regional connections.

Local road investment

The Council welcomes the increased funding allocation to the Local Road Improvements and Local Road Maintenance activity classes, along with the recognition of the increased costs arising from additional heavy traffic and severe weather. Strong support is also given to allow footpath maintenance to receive funding from the National Land Transport Fund. Concerns about the faster deterioration of local road and bridge assets arising from the increasing use of heavier vehicles were raised in the Council's submission last year, along with the importance of improving footpaths in recognition of their important role in most journeys, particularly for active modes. It is pleasing that these aspects have been acknowledged in the revised GPS.

Improving safety

'Low cost, low risk' programmes (formerly Minor Improvements) are programmes of improvement activities delivered as part of activity classes for improvement activities up to \$1 million total cost per activity (i.e. Local Road, State Highway, Regional or Public Transport Improvements). It is important to note that these 'Low cost, low risk' programmes are the primary budget area used to address safety issues. The Council submits that safety improvements within these programmes, particularly for Local Roads, should have an enhanced FAR to ensure that the smaller safety wins are able to be progressed in a timely manner.

The Council takes this opportunity to reiterate the importance of progressing the SH3 Waitara to Bell Block programme of safety improvement works. This remains the Number One priority for the Taranaki Region, containing three of the highest risk intersections in the country, and the lengthy process with delayed business case stages continues to be frustrating.

Regional development

The Council strongly supports the broadening of the definition for the Regional Improvements activity class from, "**Road improvements outside major metropolitan areas...**" in GPS 2015 to "**Investment to the transport levels of service outside of major metropolitan areas, to support regional economic development**" for GPS 2018. The Council advocated for a broadening of this definition and welcomes this change as this will allow renewed focus on achieving regional objectives and priorities, with scope beyond road improvements.

Public transport

The Council strongly supports both the increase in funding available for Public Transport, as well as the acknowledgement of the far broader benefits that it plays than purely relieving congestion. Public transport plays a vital role in addressing current and future demand for access to economic and social opportunities. This role is only likely to increase as part of supporting New Zealand's ageing population. The Council's submission on the previous draft GPS recommended that the role and benefits of public transport were more clearly outlined, recognising that public transport is not simply an extremely efficient mover of people which plays an important role in addressing traffic congestion and environmental concerns; but also achieves more liveable, connected cities, and supports social cohesion.

Public transport is a vital part of the one transport system approach and needs to be considered as such. The Council therefore submits that consideration for increased FAR should be given where extended/new public transport services are to be implemented. This will assist councils when trying to implement such services (as directed by the GPS) and help address some of the difficulties currently faced when sourcing appropriate local share.

The connections to walking and cycling also need to be more fully considered, with the truly Accessible Journey still a long way off once the suitability of footpaths are also taken into account.

While not directly related to the GPS, the Council continues to support the concept and use of SuperGold Card concessions to provide free off-peak public transport use for SuperGold Card holders. The Council recommends that suitable increases in funding are provided for going forward that allow for the natural growth of the Scheme given the country's ageing population.

Walking and cycling

The Council strongly supports the stronger focus on walking and cycling, as well as the increased investment in this area.

Agency interpretation through the IAF 2018

The Council notes that the GPS is interpreted and applied by the NZ Transport Agency through the Investment Assessment Framework (IAF), which is key to achieving the desired GPS outcomes. The Council acknowledges that alignment between these two documents can be challenging.

The Council also notes that the GPS and IAF should both take into account the regional problems, benefits and priorities identified and agreed through regional land transport plans. They should both expressly recognise those urban areas recognised as high growth under the *National Policy Statement on Urban Development Capacity 2016*, which includes New Plymouth.

The Council appreciates the opportunity to comment on the Draft GPS 2018. If you require any additional information on this submission, please contact Jo Bielski, Policy Analyst (jo.bielski@trc.govt.nz or 06 765 7127).

Yours faithfully
BG Chamberlain
Chief Executive

per: MJ Nield
Director Corporate Services

Fiona Ritson

From: Joe Mack
Sent: Friday, 27 April 2018 4:22 PM
To: Chris Clarke; Fiona Ritson; Jo Bielski
Subject: FW: An Update from the NZ Transport Agency

Importance: High

ProfileOnSend: 1

Joe Mack

Personal Assistant to CEO and Chair

From: Fergus Gammie <Fergus.Gammie@nzta.govt.nz>
Sent: Friday, 27 April 2018 11:04 AM
Subject: An Update from the NZ Transport Agency
Importance: High



Kia ora

As you're aware, the draft Government Policy Statement (GPS) on land transport signals a new direction for land transport investment in New Zealand. It presents the Transport Agency and you, our investment partners, with a range of opportunities that will support the social and economic development of your communities and enable people to get the most out of life.

The new draft GPS is about delivering a safe, easy-to-use land transport system that reduces the impacts on the environment and public health, while delivering value-for-money infrastructure and services that support your communities.

The draft GPS signals a transitional change in land transport investment. It supports a programme that invests a similar amount of funding in New Zealand's land transport system as in the past, but with a stronger focus on safety and resilience, on both the state highway network and local roads.

Our team is here to support you to explore what may be possible for your city, district or region to take advantage of the new and increased funding. This may mean bringing forward some programmes of work, but more importantly, this is about thinking more broadly and exploring new ways to connect your communities and provide them with affordable travel choices, particularly in the areas of safety, resilience, public transport, walking and cycling.

We are committed to working together to transition to the new direction outlined in the draft GPS.

I recognise that finding additional local share to take up these new co-investment opportunities may present a number of challenges for councils. We are developing a range of options that may help councils achieve new outcomes, such as increasing the proportion of National Land Transport Fund share for some activities.

This letter outlines what the changes signalled by the draft GPS will mean for local government and the ways the Transport Agency is looking to provide support – as well as the opportunities to co-create our future transport system solutions together.

OPPORTUNITIES

There is increased funding available nationally in most activity classes, particularly to support investment in public transport, state highway maintenance, walking and cycling, and regional improvements to provide better access to transport choices.

Safety and resilience is the strongest focus of the draft GPS, with opportunities in all classes to look at where initiatives can improve, in particular safety on both local roads and state highways, from improvements and upgrades to managing speed and level-crossing upgrades. Many of these initiatives will also have environmental outcomes.

GPS Activity Class	The Opportunities
Public transport improvements	<p>An overall increase in funding available nationally to support an expansion in public transport networks, particularly in high-growth urban areas to help achieve modal shift from single-occupancy vehicles.</p> <p>There is an expectation that public transport will continue to support the transport-disadvantaged with mobility services and improved access to public transport.</p> <p>Inter-regional rail initiatives have the potential to open new passenger services to provide connections for employment and education. Under this category, projects include a regional passenger service from Auckland to Hamilton.</p>
Rapid transit	<p>A new activity class for bus and train services, initially in Auckland, 100% funded through the NLTF. This new class proposes to provide for light rail and bus rapid transit infrastructure, predominately in Auckland, with some investment in Wellington and Christchurch in the later stages of the draft GPS.</p>
Transitional rail	<p>A new activity class to support urban and inter-regional rail services that assist passengers to access major employment and housing areas. It provides for 100% funding of rail infrastructure in large metro areas to maintain and increase levels of service for passenger rail. This class is transitional while the future funding of rail is investigated. Options here include the renewal of Wellington Metro Rail’s tracks and capacity improvements to cater for increasing demand, and implementation of the Auckland Transport Action Plan.</p>
Local road maintenance	

	An overall increase in funding for this activity class which supports expansion of the activity class to include footpath maintenance funding to improve walking and cycling facilities. In your Activity Management Plans, you have already set out your levels of service and planned investment in footpath maintenance. This plan will form the basis for funding from the National Land Transport Programme. We have already completed a high level sector review of the potential level of co-investment in footpath maintenance and have included a draft provision for this within the indicative allocation for the local roads maintenance activity class.
State highway maintenance	Increased funding in this activity class recognises a lift in the renewals programme.
Road safety promotion and demand management	Expansion of the activity class to include demand management activities, such as travel behaviour and travel demand management trials, to optimise the transport system.
Walking and cycling improvements	Increased funding for walking and cycling proposals, maintaining the momentum of the Urban Cycleways Programme.
Regional improvements	Significant increase in funding for this activity class - opportunity to advance projects, particularly with safety and resilience outcomes. PGF funding may provide further opportunity for investment in these improvement projects.
Local road improvements	Significant increase in funding available nationally for this activity class - opportunity to advance projects, particularly with safety and resilience outcomes PGF funding may provide further opportunity for investment in these improvement projects.
State highway improvements	The emphasis for this activity class shifts to projects that promote: <ul style="list-style-type: none"> • Safety • Access to economic and social activities • Resilient regional connections • Maintaining and operating state highways • Supporting Auckland's growth • Supporting mode shift and travel demand management <p>There is a decrease in funding in this activity class and less emphasis on state highway travel time savings.</p>
Road policing programme	Increased funding nationally for this activity class. A review is underway of the operating model and investment approach on the road policing programme to improve outcomes.

Investment management	<p>The focus remains on developing programme business cases and improvement of activity management planning.</p> <p>A new work category is transport planning to provide for land use planning. This recognises the role transport plays in connecting and supporting new housing developments and to provide sustainable growth in regions.</p>
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OTHER INITIATIVES

The Transport Agency has responded to the changes in the draft GPS by reviewing its State Highway Investment Proposal (SHIP) to deliver on the Government's new safety and resilience transport priorities. We've developed a draft Transport Agency Investment Proposal (TAIP) <https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/draft-transport-agency-investment-proposal-2018-27>, our programme of activities in the 2018-21 NLTP. It includes proposals for state highways, rapid transit, transitional rail, nationally-delivered programmes and road policing.

We're also looking at a range of policy changes that will enable us to support you to make full use of the new opportunities. These include:

- New enhanced and varied **funding assistance rates** to progress high-priority activities, such as walking, cycling and cycle safety programmes, thereby reducing local share.
- Environmentally, we're looking at extending until 2021 the 85% Fund Assistance Rate for streetlight replacement with **LEDs** to switch to this safer, cheaper and more efficient lighting, which saves energy and maintenance costs.
- **Farebox Policy** – with the current target of 50% farebox recovery achieved we are going to review this existing policy to explore new ways of supporting new public transport services.

WORKING TOGETHER

I'm committed to working together to support you to finalise your Regional Land Transport Plans by 30 June, and also in the co-creation of solutions to provide New Zealand with a land transport system that helps people get the most out of life.

Our teams are available to work with you and support your teams to explore all the opportunities that exist within the draft GPS to deliver the Government's new transport priorities.

Your local Director Regional Relationships will be in contact soon to discuss the opportunities and ensure we work together to make full use of the new and increased funding in the draft GPS. Where required, we will assist with resource and capability to help with council-led business cases, procurement and delivery. Together, we can achieve the best outcomes to meet the needs of your community and keep New Zealand moving.

Regards

Fergus Gammie
Chief Executive
NZ Transport Agency

Office of Hon Phil Twyford

MP for Te Atatu

Minister of Housing and Urban Development

Minister of Transport



27 April 2018

Craig Williamson
Chair - Regional Transport Committee
mail@surfingtaranaki.org

Dear Craig

As you are aware the Government's Policy Statement on land transport focuses on upgrading rural and local roads to modern safety standards and addressing the infrastructure deficit in our regions and cities.

This Government will no longer hand-pick expressways and will rely on NZTA to complete appropriate due diligence and fund projects on their merits, irrespective of the mode of transport. This means that NZTA will be investing across the roading network in Taranaki, as well as also investing in rail, walking and cycling and public transport.

The below table sets out the amount NZTA investing in Taranaki by activity class over the 2015-18 period and what percentage of that activity class that amounted to. In the next column I have set out what that percentage could mean under the new Government Policy Statement for the next three years.

Activity Class	Spend 2015-2018	Share of activity class	Midpoint of GPS-18	Indicative share of GPS-18
State Highway Improvements	\$9.00m	0.72%	\$1141m	\$8.16m
Local Road Improvements	\$3.80m	2.73%	\$243m	\$6.64m
Regional Improvements	\$.30m	0.43%	\$122m	\$.53m
State Highway Maintenance	\$14.50m	2.58%	\$657m	\$16.92m
Local Road Maintenance	\$22.90m	3.93%	\$653m	\$25.69m
Public Transport	\$1.80m	0.53%	\$510m	\$2.69m
Walking and Cycling	\$.80m	1.67%	\$85m	\$1.42m

It is important to note that these figures do not mean that the NZTA will spend up to those amounts in Taranaki. The actual amount may be higher or lower depending on which projects are included in other Regional Land Transport Plans and ultimately the National Land Transport Programme. NZTA considers each project against all other projects submitted nationally. The NZTA Board determines which projects are funded. These figures are indicative.

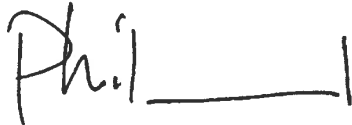
I have set out these indicative numbers to encourage you to ensure your RLTP fully utilises the opportunities that may be available for their region. Our Government's intention is to invest in the roads, walking and cycling infrastructure, rail for freight or public transport investments

that are essential to reduce the 5 road deaths in Taranaki in 2017 and for growing Taranaki's economy.

The Government Policy Statement also provides you with the ability to grow tourism in your region by extending regional and urban cycle-way networks. I welcome your feedback on how the new Government Policy Statement can support Taranaki's economic development.

I wish you well in forming you Regional Land Transport Plan and look forward to seeing what you come up with.

Yours faithfully

A handwritten signature in black ink that reads "Phil" followed by a horizontal line and a vertical stroke at the end.

Hon Phil Twyford
Minister of Transport

11 May 2018
Document: 2044634

New Zealand Transport Agency
PO Box 5084
Lambton Quay
Wellington 6145
via email to nltip@nzta.govt.nz

Taranaki Regional Council feedback on Draft Investment Assessment Framework for the 2018-21 National Land Transport Programme

The Taranaki Regional Council (the Council) thanks the New Zealand Transport Agency for the opportunity to make a submission on *the Draft Investment Assessment Framework for the 2018-21 National Land Transport Programme (IAF)*.

The Council makes this submission in recognition of the purpose of local government as set out in the *Local Government Act 2002*, and the role, status, powers and principles under that Act relating to local authorities. In particular, the Council's comments are made in recognition of its:

- functions and responsibilities under the *Land Transport Management Act 2003*; and
- its regional advocacy responsibilities whereby the Council represents the Taranaki region on matters of regional significance or concern.

The Council has also been guided by its Mission Statement '*To work for a thriving and prosperous Taranaki*' across all of its various functions, roles and responsibilities, in making this submission.

Introduction

This submission takes a holistic regional view of the issues and impacts across the region for all Approved Organisations (AOs); not just transport activities directly managed by the Taranaki Regional Council. Consequently, this submission has been developed with input from officers of the region's territorial authorities, through the Regional Transport Advisory Group. It is noted that each of the territorial authorities may make a submission on their own behalf.

General comments

The Council supports and commends the change in overall strategic direction set out in the *Draft Government Policy Statement on Land Transport 2018/19-2027/28* and consequently the Draft IAF, whereby a more mode-neutral approach to transport planning and investment

decisions is now required. While an efficient roading network of both state highways and local roads remains vital for the region, the Council's *Regional Land Transport Plan* (RLTP) and its predecessor documents have long signalled an intent to increase provision of other modes of transport. In this way, along with the stronger focus on social and environmental impacts, the revised GPS 2018 is now generally better aligned with the strategic direction and policy framework of Taranaki's RLTP.

Financial Assistance Rates

The Low Cost/Low Risk (formerly Minor Improvements) Activity Class is one of the most important for provincial councils, particularly with regard to 'Safety Improvements'. The Council therefore strongly supports increased recognition within the GPS of 'safety' as a key priority area and hence application of a special safety cost-benefit appraisal rating within the Draft IAF for safety improvements.

It is acknowledged that any increase in the number of Low Cost/Low Risk Improvements projects throughout the Taranaki region will assist in reducing death and serious injury rates on New Zealand roads, something identified as a strategic priority in the Draft GPS. However, the Council believes that safety improvements within this activity class should also have an enhanced Financial Assistance Rate (FAR), encouraging local authorities to make greater progress on safety improvements historically side-lined due to lack of funding.

The Council believes that increasing (targeted enhanced) FAR for such safety improvements remains key to achieving the transformative effect that the revised Draft GPS desires.

Definition of significant

The Council questions the timeframe for developing national 'levels of service' or 'classifications' for public transport or walking and cycling activities, as noted in the last paragraph on Page 13 of the Draft IAF. Further information on this would be appreciated, especially as regional transport committees/approved organisations are required to have a clear understanding of what levels of service are required as specified on Page 24 (third paragraph under heading 'Walking and Cycling Network Guidance').

Public Transport, Rapid Transport and Rail improvements

The Council supports the recognition of inter-regional public transport as a medium results alignment criteria within the 'public transport, rapid transit and rail improvements' category on Page 14 of the Draft IAF. It is important that these services are not forgotten as important cross-boundary transport services which support thriving communities and provide greater opportunities across regional boundaries.

Special Purpose Roads

The Council believes that Special Purpose Roads (SPRs) should still receive 100% FAR through the National Land Transport Programme. Improvements on these roads have recently been reduced from 100% to 75% for the 2018-21 period, without notification to the respective AOs involved. Taranaki has three such roads, which are each critical for tourism and future regional economic growth potential. Similar to our comments on safety improvements, should appropriate levels of funding not be available for these special purpose roads, future improvements are less likely to occur.

High Urban Growth Areas

The Council questions why New Plymouth is not listed in Appendix 2: High Growth Urban Areas of the Draft IAF, when it has been identified as such in the *National Policy Statement on Urban Development Capacity 2016*? This inconsistency needs to be remedied.

Without such acknowledgement, neither of the GPS or IAF will correctly recognise the regional problems, benefits and priorities associated with such a classification for land transport activities within and close to the New Plymouth urban area.

The Council appreciates the opportunity to comment on the Draft IAF. If you require any additional information on this submission, please contact Jo Bielski, Policy Analyst (jo.bielski@trc.govt.nz or 06 765 7127).

Yours faithfully
BG Chamberlain
Chief Executive

per: MJ Nield
Director Corporate Services

Agenda Memorandum

Date 13 June 2018



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

Subject: NZ Transport Agency Report

Approved by: MJ Nield, Director – Corporate Services

BG Chamberlain, Chief Executive

Document: 2053236

Purpose

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

Recommendation

That the Taranaki Regional Council:

1. receives and notes the Regional Report from the NZ Transport Agency dated 13 June 2018.

Background

Attached to this memorandum is the Quarterly Report from the NZ Transport Agency to the Taranaki Regional Transport committee, dated 13 June 2018.

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

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Legal considerations

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

Appendices/Attachments

Document 2065646: NZTA Regional Report to RTC - June 2018

Transport Agency Quarterly Report to Taranaki Regional Transport Committee

13 June 2018

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1. Transport Agency Investment Proposal and National Land Transport Programme development	2
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3. Taranaki Highway Projects	3

1. TRANSPORT AGENCY INVESTMENT PROPOSAL AND NATIONAL LAND TRANSPORT PROGRAMME DEVELOPMENT

The Transport Agency Investment Proposal 2018–2027 (TAIP), released in April 2018, sets out the 10-year programme of activities the NZ Transport Agency proposes to include in the 2018–2021 National Land Transport Programme (NLTP), to give effect to the 2018–2027 Government Policy Statement on Land Transport (GPS).

It has been guided by the new priorities and strategic direction set out in the Government's draft GPS and signals a new direction for land transport investment in New Zealand. It will strongly influence which projects and programmes of work the Transport Agency progresses and when.

The Transport Agency has responded to the changes in the draft GPS which lays out four new priorities and six objectives. These include safety, improved transport access to economic and social opportunities as well as providing more resilience and choice, better environmental outcomes and infrastructure which delivers the best value for money. The final GPS needs to be adopted by the Government by 30 June 2018.

The draft TAIP outlines programmes and projects and how they will be prioritised nationally. This includes projects which will be progressed and others which are being re-evaluated to align with the new priorities on a national basis. Where projects need to be re-evaluated, we'll look at the whole transport corridor and consider what works could be undertaken to better manage safety and resilience outcomes.

The draft TAIP has been provided to Regional Transport Committees, who are now required to align their projects and ensure these are integrated within their Regional Long Term Plans (RLTP), alongside all other proposed transport projects, such as local road improvements.

Regional Transport Committees must submit their RLTP's to the Transport Agency by 30 June 2018. The final details of the investment across the five activity groups will be confirmed in the NLTP 2018–2021, which the Transport Agency Board will adopt by 31 August 2018.

It is important you keep referring back to the online document on the Transport Agency website, as this is the most up-to-date version <https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/draft-transport-agency-investment-proposal-2018-27/>.

We expect a number of variations to RLTPs during the three-year period as we all work to deliver the Government's new transport priorities.



2. PARTNERING WITH LOCAL GOVERNMENT

The Transport Agency has partnered with local government to deliver the 2018–2021 NLTP. Our investment advisers and strategic planning leads are available to help councils look at new co-investment opportunities. We can assist with resources and capability, where required, to help with council-led business cases, procurement and delivery.

Two joint Transport Agency/LGNZ groups have been set-up to help identify and address possible barriers for councils to realise the opportunities in the draft GPS, in particular in the activity classes that support public transport, walking, cycling and regional improvements.

The Local Government and the Transport Agency – working together booklet has recently been released to assist councils to get the most out of their partnership with the Transport Agency. Council leaders have been sent a link which takes them to a private webpage with details of key contacts relevant to their local area. Providing the contacts as an online link means the Transport Agency will be able to regularly review and update these details.

3. TARANAKI HIGHWAY PROJECTS

Area Wide Pavement Treatment and Resurfacing Programme

- The reseal programme including SCRIM has been completed with the exception of the Okato roundabout, which was deferred due the seal being at risk under heavy loading. This will be undertaken in the 2018/2019 season.
- Area Wide Treatments are all completed, with additional work completed on the Becks Helicopter site.
- Asphalt work all underway. Structural asphalt to be laid at Conway Street intersection.

Awakino Gorge to Mount Messenger (SH3)

- Three projects aimed at improving safety, resilience and journey time reliability.
 - A bypass of the Awakino Tunnel – on track for construction to start October 2018, completion 2020.
 - A bypass of Mount Messenger – Consenting process under way for preferred route. Construction planned to start late 2018, completion 2021.
 - Corridor-wide safety and resilience improvements continue (being delivered by the Safe Roads team).
- The Resource Management Act application for the Mt Messenger Bypass was notified by New Plymouth District Council and Taranaki Regional Council in January 2018, submissions closed on 27 February 2018. There were approximately 1,150 submissions, with 15 in opposition. Hearings were held in May 2018.
- In parallel, Safe Roads are continuing to work on design activities and property acquisition, with a view to start construction in late 2018.
- Development of the Awakino tunnel bypass is ongoing, following approval of the Detailed Business Case and ongoing discussions with the preferred tenderer for the Design and Construct contract.
- www.nzta.govt.nz/a2mm

New Plymouth Boys' High (SH3)

- This site is deferred until the 2018/2019 financial year when a structural asphalt will be proposed. This will be assessed as part of the post winter assessment and Review and Prioritisation Team's (RAPT) tour.

Courtney Street (SH45)

- Asphaltting work on Courtney Street is expected to get underway late-May, weather permitting. This work will be undertaken at night as this is predominantly a commercial zone.

Dawson Street (SH44)

- This section has exhibited premature failure and will need to be programmed for the 2019 construction season.
- A holding strategy will be implemented to take this site through winter.

Forgotten Highway (SH43)

- Options for sealing the unsealed section of State Highway 43 have been investigated. Relatively low traffic volumes did not make the seal extension project viable at this stage, however, improvement works will be advanced in order to support the signals around regional economic development, the focus on tourism, as well as the strong signals in Tapuae Roa: Make Way Taranaki.
- A Strategic Business Case has been completed for this work and is being reviewed by the Strategy Policy and Planning team. Once reviewed, a single phase business case will be put forward for funding.

Mangamahoe Culvert (SH3)

- The culvert was damaged by heavy rain in August 2017.
- The longer-term solution is to construct a bridge to replace the culvert. The design and funding application is underway.

Minor Improvements Programme 2017/2018

- Highlights this quarter include:
 - SH44 Pedestrian Links to City Walkway (Elliot to Liardet Street) – pedestrian surveys have narrowed down the crossing location and type. Affected stakeholders will be contacted once the location and design is confirmed.
 - SH45 Oakura Western End Pedestrian Facility – potential layout of a facility will be discussed with the New Plymouth District Council and other stakeholders once layout designs are completed.

- SH3 Dudley Road – final design progressing. Physical works could begin next year as part of 2018–19 Minor Safety Programme or the Safe Roads: Hawera to New Plymouth project.
- SH45 Belt Road to Belair Ave Cycling and Walking Improvements – design completed and working closely with New Plymouth District Council to complete the work.
- Additionally, two crash reduction studies in the region are underway to identify and programme works on SH3 Maxwell to Hawera and SH3 Waitara to the bottom of the Mt Messenger realignment. Issues identified will be remedied in subsequent minor improvement programmes. It is likely any ‘quick wins’ identified will be remedied this financial year if funding allows.

Moturoa Safety Improvements (SH44)

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

New Plymouth to Hawera

- Public engagement is confirmed for June 2018. Following this, the Safe Roads team will then complete the long list and prepare the shortlist of options ready for the second workshop in August 2018. Detailed Business Case delivery is targeted for end of 2018.

Normanby Bridge Realignment (Memorial Park Opening)

- The final stage of the State Highway 3 Normanby Bridge Realignment project was officially opened on 13 January 2018.
- The Memorial Park design came to life after the project team’s close consultation with local iwi and Araukuuku Hapu.
- Completion of Memorial Park provides a good recreational area for Normanby residents.

- The whole project has improved the old state highway with a new three lane safe road alignment, a new railway bridge as well as a recreational area, drainage and signage throughout the route.



Reinstatement works following June 2015 Severe Weather Event

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

Vickers to Smart (SH3)

- The final section of State Highway 3 at the northern end of New Plymouth requires one further night of surfacing and will then be complete.
- This section from Smart Road through to Vickers Road involved resurfacing all four lanes, using asphaltic concrete, including the intersection at Smart Road.

Bell Block to Waitara (SH3 / SH3A)

- The original intention was to deliver a Detailed Business Case for the whole corridor however, as the project has progressed components within each section have raised challenges meaning a staged delivery and a revised project timeline.
 - State Highway 3A intersection to Bell Block – Continue to work closely with New Plymouth District Council to ensure the vision is aligned, and Iwi engagement is underway. The draft Detailed Business Case is set to be ready in June 2018.
 - Waitara to the State Highway 3A intersection – Following public engagement the shortlist of options is complete. The preferred option is being developed with the intention of engaging further with the community and stakeholders. The draft Detailed Business Case will be ready in July 2018.

Coronation Avenue Cycleway

- This project will improve the cycle lanes along Coronation Avenue, connecting the largest intermediate school into the existing cycle network and links to the CBD, high schools and residential areas.
- These upgrades will provide a safer route for 1000 students in the area to cycle to school, and for people commuting into the CBD. The cycleway is expected to attract a minimum of 200 people each day.
- The cycleway is due to be opened on Tuesday 12 June 2018.

Agenda Memorandum

Date 13 June 2018



**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: 2061134

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 *Draft Regional Land Transport Plan for Taranaki 2015-2021: Mid-term Review* (RLTP). Section 4.4 of the RLTP most specifically outlines the challenges, policies and methods for improving road safety (see below for further information).

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* specifies:

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 issues factor heavily in Roadsafes Taranaki’s</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 Roadsafes 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 Roadsafes 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 Central Region of a reduction in

Issues & challenges	Objective & policies	Measures (methods)
collaborative road safety education programmes for the period of the Plan.		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

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

Policy considerations

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

Iwi considerations

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

Legal considerations

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

Appendices/Attachments

Document 2065858: Taranaki Road Safety Action Plan Group presentation

TARANAKI ROAD SAFETY ACTION PLAN GROUP

**Completed 1 January 2018 to 30 June
2018**

**Planned 1 July 2018 to 31 December
2018**



SAFE SYSTEM FOCUS



PARTNERS

AA

ACC

Lets Go (NPDC)

New Plymouth District Council

New Plymouth injury Safe

NZ Police

NZTA

Opus

Roadsafe Taranaki

South Taranaki District Council

Stratford District Council

Taranaki District Health Board



LOCAL PROBLEMS

High Risk Issues:

Motorcyclists (Stratford)

Distraction (Stratford & South Taranaki)

Rural LOC/Head On (Stratford)

Medium Risk Issues:

Young drivers (South Taranaki)

Alcohol and/or drugs (South Taranaki)

Intersections (urban - South Taranaki)

Intersections (rural - New Plymouth)

Older drivers (New Plymouth)

Restraints (Stratford)

Low Risk Issues:

Speed

Cyclists

Pedestrians

Fatigue



ROADSAFE TARANAKI PROJECTS



Excellence
**TARANAKI
ROAD SAFETY
WORKPLACE
CHARTER**
2017 - 2018

<http://www.roadsafetaranaki.nz>

















HIGH SCHOOL SURVEY RESULTS

- 4,450 respondents
- 53% female
- 63% urban
- 36% travelled to school as a passenger
- 73% don't hold license, 16% learner, 9% restricted & 2% full
- 38% of license holders have broken a condition (75% & 71% at 2 schools)
- 47% have driven on road
- 57% of unlicensed drivers are urban based (45% of those unlicensed drivers rarely drive – so likely a one off)
- 81% always wear their seatbelt
- 4% of those that have driven crashed while driving and of that 4% 24% did not hold a license
- 19% of the students surveyed have been involved in a crash in last 5 years, 14% were driver & 58% a parent was driving
- 83% never talk on phone while driving
- 85% never txt while driving
- 43% think it is ok to exceed 100 km/hr
- 88% would attend driving course if free
- 85% would attend driver license course if held in schools



FUTURE CAMPAIGNS

Be Seen for Schools (including vests for rural bus students)

Motorcycle Promotion

Driver License courses

Guest Presenter (Waid Crockett – Speed/Young Drivers)

Child Restraint Clinics

Roadsafe High School Survey Follow-up

Recidivist Drink Driving Course



WHAT ARE THE POLICE UP TO?

Current driver behaviour

Statistics

Prevention First

Staffing

TAG into the future

Partnerships

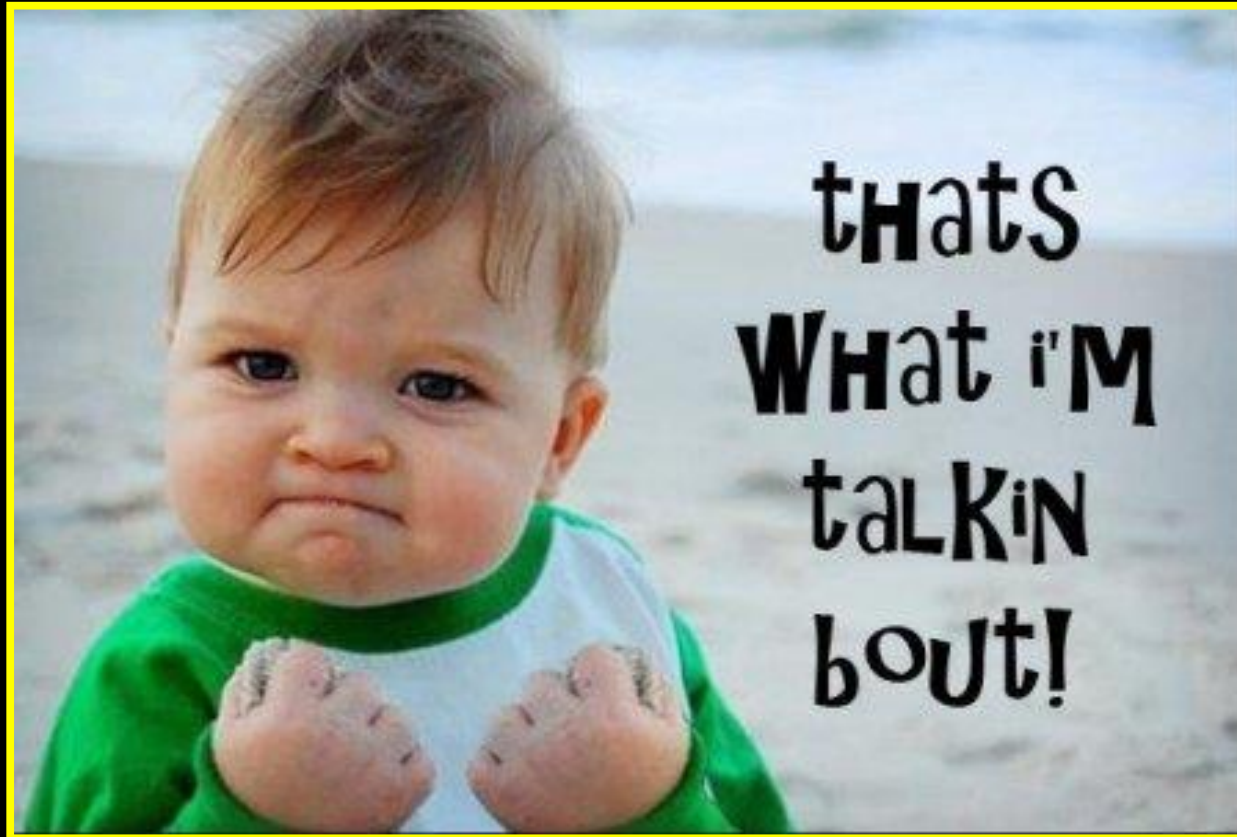


Quality intelligence and analysis

- Focusing our efforts in the right location and at the right times



QUESTIONS



Agenda Memorandum

Date 13 June 2018



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

**Subject: Tapuae Roa: Make Way for Taranaki
Action Plan**

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

Document: 2062090

Purpose

The purpose of this memorandum is to update members on the official launch of the Action Plan for *Tapuae Roa: Make Way for Taranaki* and what this means for transport activities/programmes within the region.

Executive summary

On 6 April 2018 the Hon Shane Jones, Minister of Regional Economic Development officially launched the Action Plan for *Tapuae Roa: Make Way for Taranaki* at a function in New Plymouth. The Action Plan focuses on detailed actions and investment opportunities and priorities for regional growth.

The Action Plan identifies four key future growth sectors for targeted for accelerated growth and four foundations for growth.

Under the Accessibility and Connectivity foundation for growth a number of priorities for future investment in roads and rail, as well as the port are identified. Walking and cycling initiatives are also highlighted under the Action Plan. Many of these projects have been signalled in the *Regional Land Transport Plan for Taranaki* as projects or potential projects for future funding.

In launching the Action Plan on 6 April 2018, Minister Jones announced the allocation of \$400,000 from the Provincial Growth Fund to the upgrade of State Highway 43.

Recommendation

That the Taranaki Regional Council:

1. receives and notes the information presented to Members on the *Tapuae Roa: Make Way for Taranaki - Action Plan*.

Background

On 6 April 2018 the Hon Shane Jones, Minister of Regional Economic Development officially launched the Action Plan for *Tapuae Roa: Make Way for Taranaki* at a function in New Plymouth. The launch of the Action Plan followed the launch of the *Tapuae Roa: Make Way for Taranaki Strategy* document on 31 August 2017. The Action Plan focuses on more detailed actions and investment opportunities and priorities for regional growth.

By way of background, and to recap briefly, the *Tapuae Roa – Make Way for Taranaki* regional development strategy was initiated by the Mayoral Forum in mid-2016. Consultants Henley Hutchings and MartinJenkins were commissioned to undertake the work, which was underway by early October 2016. The project was managed by the New Plymouth District Council on behalf of the four councils of Taranaki, in partnership with the iwi of Taranaki and in association with central government.

A Lead Team drawn from local businesses and organisations, iwi, central and local government provided strategic direction, management and oversight for the project. The Lead Team was chaired by local businessman and former mayor of New Plymouth Peter Tennant. The Council's Chairman David MacLeod and Neil Holdem (Mayor of the New Plymouth District Council) were members of the Lead Team. A Project Management Team with membership from the sponsoring organisations provided support services.

The Action Plan identifies four key future growth sectors for targeted for accelerated growth:

- **Energy futures**
- **Food futures**
- **Māori economy futures** and
- **Visitor sector futures.**

Four key enablers – those sectors that provide the foundations for growth – have also been identified as:

- **Talent, enterprise and innovation** – this area recognises the importance of skills and business development for the future of the region (with the purpose to grow the enterprise and innovation capability in Taranaki across all sectors)
- **Accessibility and connectivity** – in roads, rail, Port Taranaki, the airport, and digital connectivity
- **Vibrancy and liveability** – these include such things as people, environment, culture of business, investment and infrastructure associated with these
- **Investment** – assembling the investment capital needed to facilitate development.

Other sectors such as agriculture, energy (oil and gas), engineering and food processing have been identified as incremental contributors to regional economic development.

Full details of the *Tapuae Roa: Make Way for Taranaki - Action Plan* can be found on the following website: <http://www.tapuae-roa.co.nz/>

Action Plan

One of the four foundations specified in this Action Plan is “Accessibility and Connectivity”. Pages 56/57 of the Plan then identifies specific actions as follows:

IMMEDIATE Priorities:

- Blue Water highway: – Re-examine the business case for the New Plymouth to South Island “roll-on, roll-off” link.
- Roads: Upgrade of State Highway 43 as a matter of priority.
- Airport: Upgrade the intersection of Airport Drive and State Highway 3.
- Internet:
 - Trial the use of fibre to schools in rural areas as a basis for extending broadband connection to rural towns and farms.
 - Review the broadband and cellular black spots which remain considerable throughout the region.
- Energy supply resilience: Investigate the opportunity to maintain a high voltage lines connection to Port Taranaki for industrial development opportunities.

SHORT TERM Priorities:

- Port:
 - Review the future role of the Port in light of the various recommendations in Tapuae Roa.
 - Undertake a strategic study of the access of State Highway 44 to the Port.
- Roads:
 - Safety and access review of all roads in the National Park should be undertaken.
 - An assessment of State Highway 3 north through to Hamilton should be undertaken with a view to achieving levels of service that are appropriate to the highway.
 - An assessment of the Hawera to Whanganui section of State Highway 3 should be undertaken.
- Digital: – Investigate the benefits of developing data storage in Taranaki as a local industry.
- Energy supply resilience:
 - Ensure all infrastructure providers take account of the Energy Futures Action Group recommendations.
 - Undertake a review of energy supply resilience in the region in light of failures in other parts of the country.

MEDIUM TERM Priorities:

- Rail: Assessment of what is required to maintain the Hawera to New Plymouth rail connection.
- Digital: Implementation of Digital Enablement Plans in the three district councils.

There are also a number of walking and cycling opportunities signalled under other growth and foundation sectors, for example the Visitor sector futures, identified the building of additional walkways and cycleways in the region as one of the short term priorities for investment. The Vibrancy and liveability area identified coastal walkway extensions as part of a programme of infrastructure investments in making the region an attractive place to live, work and do business in.

Many of these projects have been signalled in the *Regional Land Transport Plan for Taranaki* as projects or potential projects for future funding.

There are a number of funding streams that are available to fund the Action Plan. These include central government funding via the National Land Transport Fund and the

Provincial Growth Fund. Taranaki's local authorities are also being asked to contribute through funding commitments made via Long Term Plans.

In launching the Action Plan on 6 April 2018, Minister Jones announced the allocation of \$400,000 from the Provincial Growth Fund to the upgrade of State Highway 43.

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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Iwi considerations

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

Legal considerations

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

Agenda Memorandum

Date 13 June 2018



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

**Subject: Public transport operational update for
the quarter ending 31 March 2018**

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

Document: 2062553

Purpose

The purpose of this memorandum is to provide Members' with an operational report of the public transport services for the period to 31 March 2018.

Recommendation

That the Taranaki Regional Council:

1. receives and notes the operational report of the public transport services for the quarter ending 31 March 2018.

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 131,473, a decrease of (8.2%) from the 143,253 recorded in the same period in 2016/2017. However, total annual patronage is 419,917 up 1.6% compared to the 413,392 trips in 2016/2017.

Compared to 2016/2017 only Seniors/SuperGold 1% and Transfers 28% recorded increases. Patronage was down in Adult (3%), WITT (13%), and Community Service Card holders (6%).

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

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

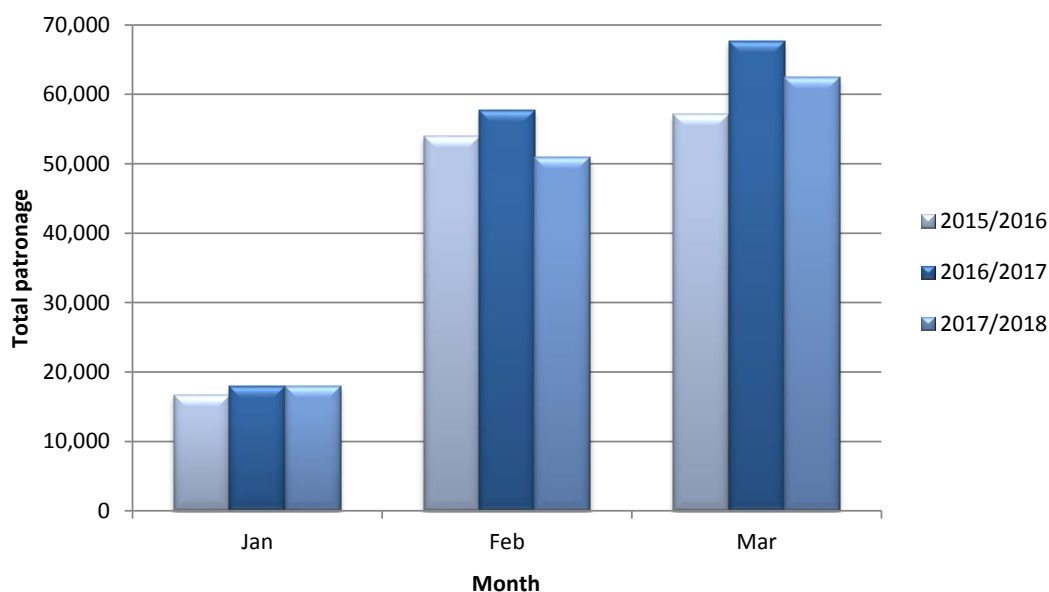


Table 1 shows the year to date trips per capita.

Table 1: Citylink 2017/2018 YTD trips per capita

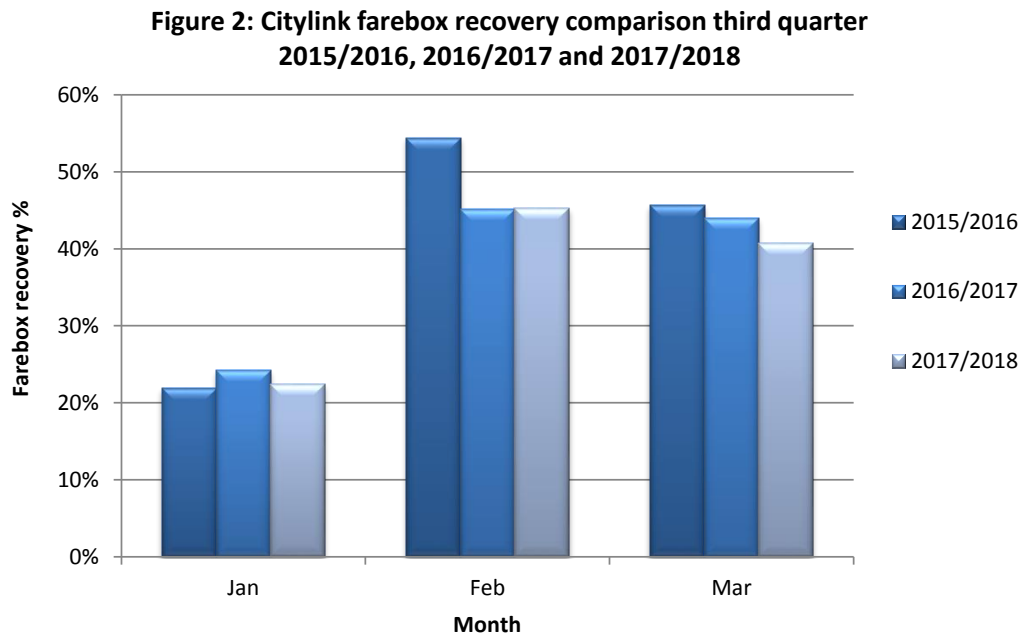
Period	Passenger trips	Trips per capita YTD
2017/2018	419,997	7.3
2016/2017	413,392	7.2

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

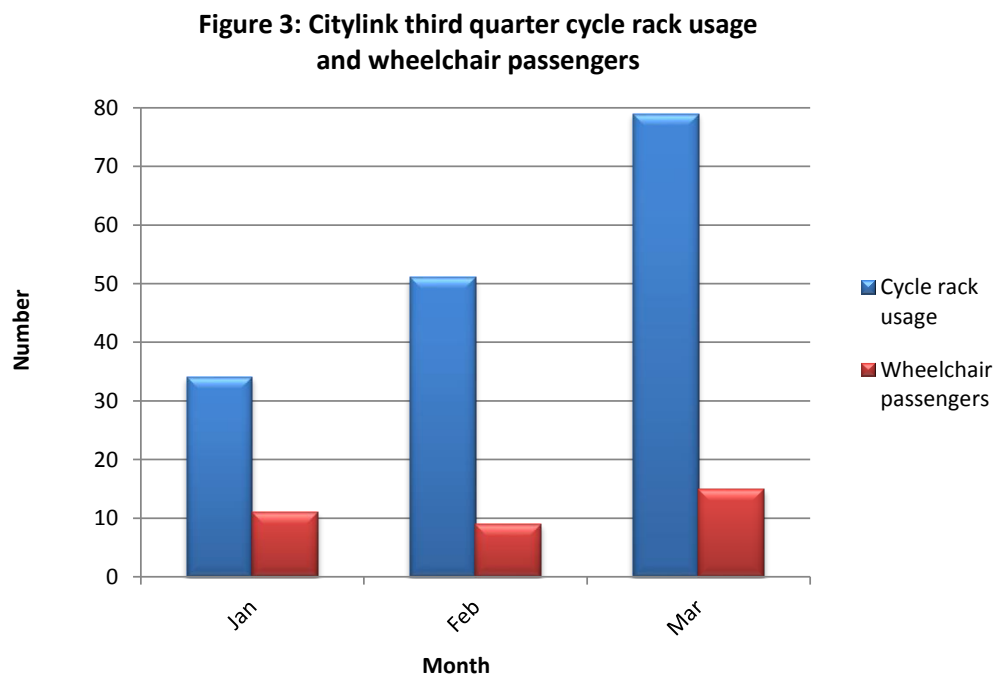
- patronage decreased from all areas Waitara (14%), Bell Block (14%), Oakura (5%) and New Plymouth (6%).
- off-peak patronage was up 1% while peak patronage was down (11%).

Farebox recovery for the quarter was 40% compared to 42% achieved in the same quarter 2016/2017.

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



Bike rack usage decreased (16%) in the third quarter, with 164 users recorded compared to 196 in 2016/2017. Wheelchair patronage was down (17%) with 35 wheelchair trips recorded compared to 42 in the same quarter 2016/2017. Monthly usage for both is shown in Figure 3.



Southlink services

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

Table 2: Southlink passenger and financial performance as at 31 March 2018

Service	Passenger trips YTD	Farebox recovery rate YTD
Waverley-Patea-Hawera	947	32%
Opunake-Hawera (including Manaia-Hawera)	582	11%
Opunake-New Plymouth	673	15%

YTD patronage on up on the Southlink Opunake to New Plymouth service but down on the other two compared to 2016/2017. The performance of each service is detailed below.

Waverley-Patea-Hawera patronage was 947, down 116 or (11%). Compared to last year Adult patronage was down 98 or (24%) and SuperGold Card patronage was down 26 or (4%). Farebox recovery was 32.3% compared to 43.9% last year.

Opunake-Hawera (including Manaia-Hawera) patronage was 582, down 190 or (25%). Compared to last year all fare categories were down. Adult patronage was down 98 or (36%), SuperGold Card was down 45 or (11%), Child was down 11 or (46%) and Under 5's down 36 or (25%). Farebox recovery was 11% compared to 14% last year.

Patronage for the Opunake-New Plymouth service was 439 up 10 or (1.5%) compared to 2016/2017. Compared to last year Adult patronage was up 14 or 8% and Child up 25 or 81%. SuperGold Card was down 29 or (6%). Farebox recovery was the same at 15%.

Connector (Hawera to New Plymouth) bus service

Total patronage for the quarter was 6,578. This is down 307 or (4%) on the 6,885 passengers recorded in same quarter 2016/2017. However, total patronage is 22,620 up 3.3% on the 21,892 in 2016/2017. Farebox recovery for the year is 62% just below the 64% in 2016/17. This figure includes both the District Health Board and Western Institute of Technology in Taranaki funding contributions.

Table 3: Connector patronage and financial performance as at 31 March 2018

Service	Passenger trips	Farebox recovery rate
Hawera to New Plymouth	22,620	62%

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

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

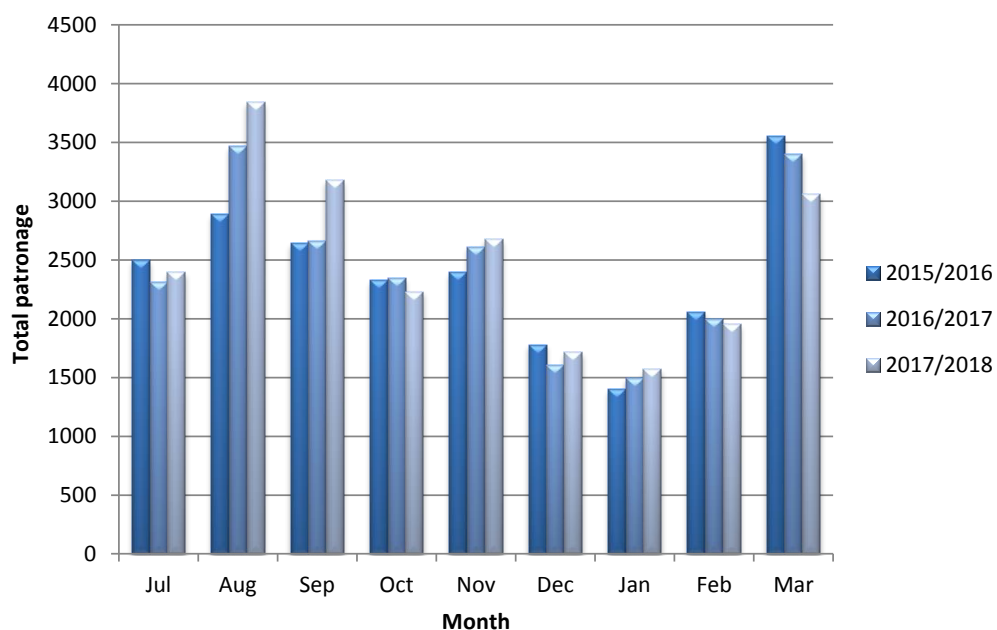


Table 4 shows the 2016/2017 Connector patronage YTD as at 31 March 2018.

Table 4: Percentage of Connector patronage as at 31 March 2018

Fare category	Patronage % YTD
ACCESS	1%
Adult	13%
Beneficiary	10%
Child	2%
Seniors	1%
SuperGold Card	9%
TDHB	12%
Tertiary	7%
WITT	34%
Training*	9%
Promotion	1%
Total	100%

*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 as at 31 March 2018

Service	Passenger trips	% of all trips
New Plymouth, Oakura, Bell Block and Waitara	38,598	9%
Waverley-Patea-Hawera	587	62%
Opunake-Hawera (incl. Manaia-Hawera)	360	62%
Opunake-New Plymouth	426	63%
Hawera-New Plymouth	2,090	8%
Total	42,061	9%

The SuperGold Card trips equate to 9% of all public transport trips, across all services. This compares with 41,387 trips at the same time in 2016/2017.

Total Mobility Scheme

Table 6 shows the total number of TM passenger trips as at 31 March 2018 carried out by all approved providers. This is up 11% on the 29,003 trips in the same period 2016/2017.

Table 6: Total Mobility trips as at 31 March 2018

Service	Client trips
Total Mobility Scheme	32,177

Ironside Vehicle Society Incorporated

Table 7 shows the total number of passenger trips as at 31 March 2018 carried out by Ironside, including the number of wheelchair trips. This is up 2.8% on the 4,985 trips in the same period 2016/2017.

Table 7: Ironside trips as at 31 March 2018

Service	Trips involving wheelchairs	Total trips claimed
Ironside Vehicle Society	4,054	5,127

Of the 5,127 trips provided, 4,054 or 79% involved wheelchair users. This compares with the figures in 2016/2017, with trips involving wheelchair users 3,535 and total trips 4,985.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Legal considerations

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

Agenda Memorandum

Date 13 June 2018



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

Subject: Correspondence and information items

Approved by: M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

Document: 2046452

Purpose

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

Executive summary

The following memorandum provides information on three separate correspondence items:

- Submission sent to the Waikato Regional Council on their *Draft 2018 Update to the 2015 Waikato RLTP*
- Correspondence forwarded to the NZ Transport Agency on the *Stock Truck effluent disposal site in North Taranaki*
- *A One Network Road Classification (ONRC) Performance Measures – A General Guide* provided by the NZ Transport Agency.

Recommendations

That the Taranaki Regional Council:

1. receives and notes for information purposes the submission sent to the Waikato Regional Council on their *Draft 2018 Update to the 2015 Waikato RLTP*
2. receives and notes for information purposes the correspondence forwarded to the NZ Transport Agency on the *Stock Truck effluent disposal site in North Taranaki*
3. receives and notes for information purposes the *One Network Road Classification (ONRC) Performance Measures – A General Guide* provided by the NZ Transport Agency.

Submission on Draft 2018 Update to the 2015 Waikato RLTP

The Council has made a submission to Waikato Regional Council's *Draft 2018 Update to the 2015 Waikato Regional Land Transport Plan* on 9 April 2018. Submission comments focused on issues pertaining to the inter-regional State Highway 3 roading corridor between New Plymouth and Hamilton, and in particular on the importance of this roading corridor as a Key Strategic Transport Corridor linking the two regions.

A copy of the final submission has been attached for Members' information and reference.

Stock truck effluent disposal site in North Taranaki

Members will recall that, at the last Committee meeting a recommendation was made for correspondence to be sent to the NZ Transport recommending that the Taranaki Regional Council:

agrees to the need for a replacement site in the Mt Messenger vicinity being referred to the NZ Transport Agency for consideration within their SH3 Awakino Gorge to Mt Messenger Programme of works.

This correspondence was sent on 5 April 2018 and is attached for Members' information.

One Network Road Classification (ONRC) Performance Measures – A General Guide

As Members will be aware, the One Network Road Classification (ONRC) is a classification system, which divides New Zealand's roads into the following six categories based on how busy they are, whether they connect to important destinations, or are the only route available:

- National – link major population centres and transport hubs
- Arterial – link regionally significant places and industries
- Regional – major connectors between and within regions; often public transport routes
- Primary collector – link significant local populations and industries
- Secondary collector – provide secondary routes, can be the only route to some places
- Access – small roads facilitating daily activities

Classification of New Zealand's roads using the ONRC was completed in 2013.

The NZ Transport Agency has now prepared ONRC Performance Measures, developed to help measure a Road Controlling Authorities efficiency and effectiveness at meeting the Customer Levels of Service. There are three types of ONRC performance measures: customer outcome, technical output and cost efficient. The General Guide attached to this Memorandum helps to explain this in more detail.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Legal considerations

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

Appendices/Attachments

- Document 2033785: Submission on Draft 2018 Update to the 2015 Waikato RLTP
- Document 2031039: Stock truck effluent disposal site in North Taranaki
- Document 2061843: One Network Road Classification (ONRC) Performance Measures – A General Guide

9 April 2018
Document: 2033785

Transport and Infrastructure Team
Waikato Regional Council
via email to transport@waikatoregion.govt.nz

Submission on Draft 2018 Update to the 2015 Waikato RLTP

The Taranaki Regional Council (the Council) thanks the Waikato Regional Council for the opportunity to make a submission on the *Draft 2018 Update to the 2015 Waikato Regional Land Transport Plan* (Waikato RLTP or the Plan).

The Council makes this submission in recognition of the purpose of local government set out in the *Local Government Act 2002*, and the role, status, powers and principles under that Act relating to local authorities. In particular, the Council's comments are made in recognition of its:

- functions and responsibilities under the *Land Transport Management Act 2003*;
- and its regional advocacy responsibilities whereby the Council represents the Taranaki region on matters of regional significance or concern.

The Council has also been guided by its Mission Statement '*To work for a thriving and prosperous Taranaki*' across all of its various functions, roles and responsibilities, in making this submission.

General comments

The Council notes that the policy frameworks between the revised RLTPs of Taranaki and Waikato are well-aligned.

The Council fully supports the three transport problems identified in the Plan and the strategic framework outlined to address these.

In particular, we commend you on the 'line of sight' diagram which neatly summarises this framework from problem definition through to programme implementation. The 'Problems' and 'Objectives' are particularly well-defined.

Inter-regional corridor of State Highway 3

State Highway 3 (which connects to SH1 in the south of Hamilton city), runs from Hamilton through to New Plymouth and southward, connecting the Waikato and Taranaki regions through the Awakino Gorge. This section of the state highway network is a transport corridor which is of strategic importance to both regions, and is recognised as such within both our RLTPs.

As you are aware, this corridor is a vital link in the interdependent relationship between Taranaki and Waikato e.g. primary production and associated transportation requirements, as well as allowing for the servicing of the oil and gas industry, access to medical appointments etc. It is also of strategic importance to local communities and road users alike as it is only one of three key roading corridors into/out of the Taranaki region. As it is the only viable freight link between Waikato and Taranaki

(there is no direct rail link and limited sea freight movements) it is also of particular importance to the viability of industries in Taranaki being able to compete in the northern North Island and export markets, for regional tourism and for access to other services and facilities in major centres to the north of Taranaki. With traffic volumes increasing significantly in recent years, a sound arterial and state highway roading network will be required to ensure that the maximum social and economic benefits to both regions are to be realised. Key lifeline issues are also involved with this section of SH3 as it has a history of road closures due to its surrounding topography and limited access points.

SH3 Working Party and SH3 Awakino Gorge to Mt Messenger Programme

The Council takes this opportunity to formally recognise and thank the Waikato Regional Council for its long-standing active membership of the State Highway 3 (SH3) Working Party. The Working Party was established in 2002 in response to ongoing concerns about the route security, safety and efficiency of the section of SH3 between Taranaki and Waikato. The SH3 Working Party and its member organisations have been actively advocating on the need for improvements to this vital inter-regional corridor for many years, particularly the Mt Messenger and Awakino Gorge sections of the highway. It is largely these efforts that have resulted in the significant SH3 Awakino Gorge to Mt Messenger Programme of improvement works which are currently in progress – primarily through ‘accelerated’ Crown funds. The Council thanks Waikato for its ongoing commitment to improving this corridor which is of such prime importance for Taranaki, and notes the listing of the collaborative SH3 Working Party within the stakeholder actions to complement programme implementation.

Policy framework in relation to SH3

In light of the above, the Council specifically supports the following policies in Waikato’s Plan:

- Improve network resilience on key corridors
- Supporting inter-regionally significant transport activities

The Council notes the following acknowledgements of SH3 in the Waikato RLTP:

- Recognition of SH3 in the Key Strategic Transport Corridors listed in Section 2.2.1 (page 29), which states *“SH3 is the key inter regional connection between the Waikato and Taranaki regions”* and the depiction of this on the related map (page 30) which notes, *“SH3 – Key interregional freight and people corridor linking the Waikato and Taranaki.”*
- Policy 5 for Objective 1 (page 54) – *“Improve network resilience, route reliability and safety on key strategic corridors, including...SH3 (in recognition of its economic importance for the Taranaki region)...”* and the depiction of this on Map 6 (page 57) which notes, *“SH3 – Improve network resilience, route security and safety in recognition of its function as a key tourism, freight and energy corridor”* and also *“Taranaki – support of inter-regionally significant transport activities. SH3 improvement projects to improve freight efficiency and safety.”*
- The Council is notes Section 4.5 (page 76), including the specific mention of Port Taranaki both in the text and in the related Map 9 (page 106) –

Significant interregional activities to Taranaki	
<ul style="list-style-type: none"> Construction of the Mt Messenger and Awakino Gorge SH3 improvements project to improve freight efficiency and safety. Interregional planning activities that consider resilience, safety, route security and reliability outcomes and support appropriate related transport investment responses. 	<p>Network resilience and road safety are critical issues on the SH3 corridor, which has major lifeline constraints at Mt Messenger and Awakino Gorge. Concluding the improvement works on SH3 at Mt Messenger and the Awakino Gorge is essential to address these issues and maintain good connections with Taranaki and the port of Taranaki.</p>

- Section 5.2 [Strategic Corridors] recognises SH3 thus –

SH3	Key interregional corridor between the Waikato and Taranaki regions, including the Port of Taranaki, important for economic development and tourism. There are significant lifeline related constraints on this corridor.
-----	---

No changes are sought to the wording of the above mentioned sections.

Programmed activities in relation to SH3

Support is also given for the programme implementation packages which address these matters in relation to SH3:

- Resilience Package – Combination of activities that address regional hotspots to ensure long term sustainability of the transport network, e.g. SH3...*
- Significant Inter-regional Activities Package – Support of key...and Taranaki projects that are critical to realising the full benefits of transport investment in the Waikato region.*

Though acknowledging the potential changes that will arise as a result of the release of a revised GPS 2018 and related SHIP 2018, the Council supports the inclusion of the following activities currently listed within the Programme Tables of Plan –

Within Appendix 8 – Transport activity class tables:

- Committed funding of approximately \$13.2M for implementation of the SH3 Awakino Tunnel Bypass in 2018/19 and 2019/20, as listed in Table 9.
- The range of resilience and safety activities listed in Table 10 for SH3 (as shown below). However, there is considerable concern that a number of these have no funding assigned against them – despite having been ascribed a high regional profile. The Council queries why this is the case and hopes that this is amended in the revised SHIP.

Project name	Phase type	Regional profile	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	Total cost for 6 years	Primary contribution
SH3 Hamilton to OhauPO Safety Improvements	Pre-implementation	High(-) 2.9	\$ 247,212						\$ 247,212	Safety
SH3 Hamilton to OhauPO Safety Improvements	Implementation	High(-) 2.9	\$ 3,275,538	\$ 186,744					\$ 3,462,282	Safety
SH3 Te Awamutu to Otiorohonga Safety Improvements	Implementation	High(-) 9.9	\$ 5,184,000	\$ 1,296,000					\$ 6,480,000	Safety
SH3 (Awakino Gorge Debris Slide South) Resilience	Implementation	High(-) 2.9							\$ -	Resilience

Project name	Phase type	Regional profile	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	Total cost for 6 years	Primary contribution
SH3 (Mangotaki North Features 4&5) Resilience	Implementation	High >2.0							\$ -	Resilience
SH3 (Mangotaki South Features 3&4) Resilience	Implementation	High >2.0						\$ 101,553	\$ 101,553	Resilience
SH3 (Mangotaki South Lower Slopes) Resilience	Implementation	High >2.0						\$ 82,118	\$ 82,118	Resilience
SH3 (Mangotaki South Zone 2-Rockfall site) Resilience	Implementation	High >2.0							\$ -	Resilience
SH3 (McLaughlin's Approach Slumping/Cracking) Resilience	Implementation	High >2.0							\$ -	Resilience
SH3 (Stockman's Saddle South) Resilience	Implementation	High >2.0							\$ -	Resilience

Within Appendix 9 – Significant transport activities tables:

Priority Number	Project Name	Organisation Name	Phases	Summary Reasoning
37	SH3 Te Awamutu to Otorohonga Safety Improvements	Waikato HNO	Implementation	Ranking based on quantitative assessment
38	SH4 Eight Mile Junction to Taumararui (Waikato) Safety Impr	Waikato HNO	Detailed Business Case, Pre-implementation, Implementation	Ranking based on quantitative assessment
56	SH3 Hamilton to Ōhaupō Safety Improvements	Waikato HNO	Pre-implementation, Implementation,	Ranking based on quantitative assessment

Stock truck effluent in-transit disposal facilities

As noted in our letter of 18 March 2018 to the Chair of the Waikato Regional Transport Committee, Cr Hugh Vercoe, we are highly supportive of efforts to implement the Waikato Stock Truck Effluent Strategy. The Council strongly supports the inclusion in the Programme of stock truck effluent disposal facilities, particularly those that will service SH3 south of Hamilton to the border with Taranaki. Note is made of the \$2.5M proposed for implementation of facilities in the 2018-21 period. Thanks are extended to councillors and staff of the Waikato Regional Council for their long-standing efforts to progress these works. Such disposal sites will complement those already in operation in Taranaki.

The Council appreciates the opportunity to comment on the Draft Waikato RLTP. If you require any additional information on this submission, please contact transport@trc.govt.nz.

The Council does not wish to be heard in regard to this submission.

Yours faithfully
 BG Chamberlain
 Chief Executive

per: M J Nield
 Director Corporate Services

5 April 2018
Document: 2031039

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

Tēnā koe Parekawhia

Stock truck effluent disposal site in North Taranaki

As you are aware, the last meeting of the Regional Transport Committee for Taranaki on 21 March 2018 received an item on stock truck effluent disposal sites. The item updated the Committee on the in-transit stock truck effluent disposal sites north of New Plymouth, and sought support from the Committee in advocating for new sites to be built. A copy of this item is attached for your ease of reference, and your attention is specifically drawn to the section on the Ahititi Disposal Site on the second page.

The Committee resolved to recommend that the Taranaki Regional Council:
agrees to the need for a replacement site in the Mt Messenger vicinity being referred to the NZ Transport Agency for consideration within their SH3 Awakino Gorge to Mt Messenger Programme of works.

Please accept this letter as formal referral of this matter to the NZ Transport Agency for consideration. We would appreciate you investigating this matter and advising if the opportunity exists for the synergies between these two projects to be optimised – that is, a replacement disposal site in the Mt Messenger vicinity being considered within the programme of works being undertaken as part of other SH3 north improvement works.

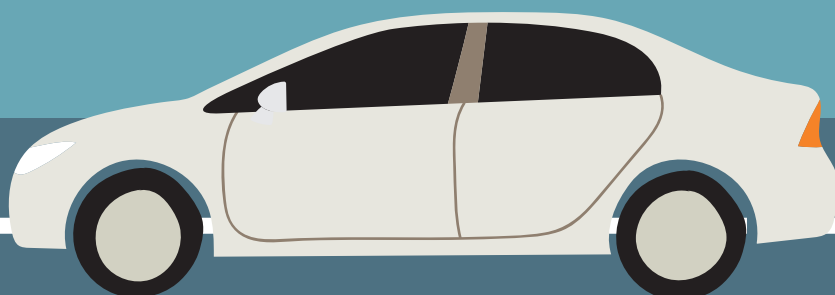
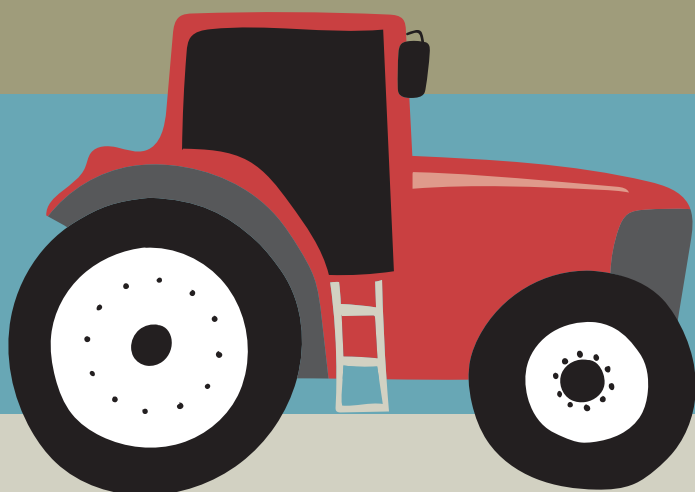
Please do not hesitate to contact Mike Nield or Fiona Ritson with any queries you may have.

Yours faithfully
BG Chamberlain
Chief Executive

per: MJ Nield
Director Corporate Services

One Network Road Classification (ONRC) Performance Measures

A General Guide



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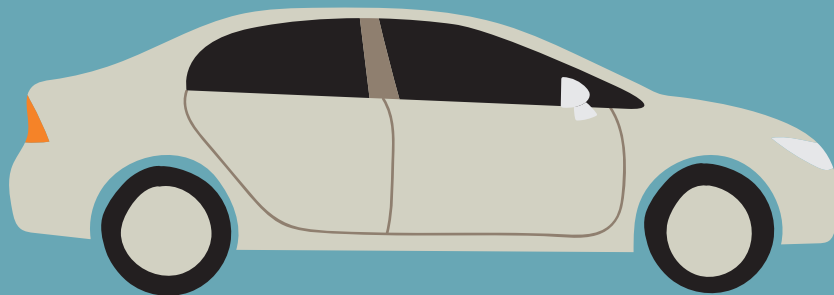


Who should read this guide?

This guide provides an overview of the One Network Road Classification (ONRC) and important context for the detailed descriptions in the *One Network Road Classification Performance Measures: a guide to practical application*.

If you are an elected member, council manager, contractor or other interested party, this document will help you understand the road management framework. You will be able to ask the right questions of road managers and contractors, to ensure that your region gets the best road network for money spent. You will be able to understand how your road infrastructure fits into local, regional and national priorities.

If you are reporting against the ONRC Performance Measures for a Road Controlling Authority (RCA), you should read this **first** – the high level priorities and messages will be invaluable when considering individual measures; building your business case for the National Land Transport Plan (NLTP); and in discussions with managers and elected members.



Introduction

The One Network Road Classification (ONRC) supports a major shift in the road management framework at national and regional levels. Successful implementation requires not just a change in reporting, but also in our thinking about road infrastructure and its purpose. It is a **minimum requirement** that the ONRC is embedded in investment decision making for the 2018-21 NLTP.

The most important concept behind the ONRC is that it places the customer at the heart of every investment decision.

It is an opportunity to work smarter, moving beyond embedded maintenance schedules, which have in some cases led to major local variances in the quality of roads with similar user profiles. This inconsistency poses problems for transport companies and others seeking to get goods to market, when they must cover roads of widely and unpredictably varying condition. There are also equity issues where a producer in, say, Whangarei faces greater difficulty getting the same goods to market compared to a producer in Tauranga or Southland. The ONRC provides national standards for road activity management, in a step towards ensuring equity and consistency.



What is the One Network Road Classification?

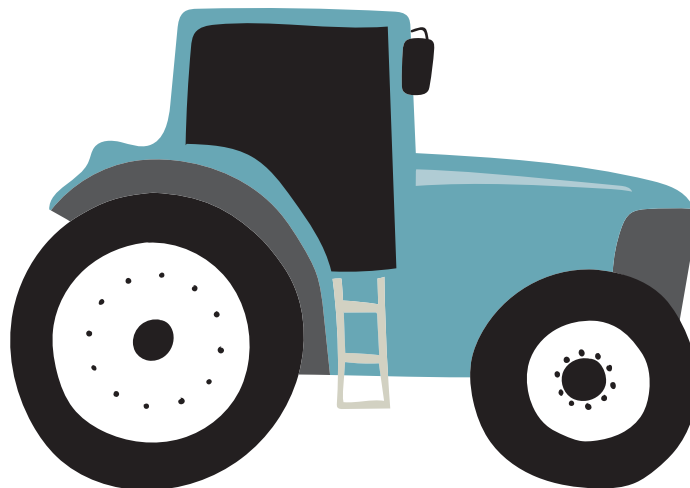
The ONRC divides New Zealand's roads into six categories based on how busy they are, whether they connect to important destinations, or are the only route available:

- National - link major population centres and transport hubs
- Arterial - link regionally significant places and industries
- Regional - major connectors between and within regions; often public transport routes
- Primary collector - link significant local populations and industries
- Secondary collector - provide secondary routes, can be the only route to some places
- Access - small roads facilitating daily activities

The ONRC was developed by local government and the NZ Transport Agency as a joint initiative and was completed in December 2013.

All councils submitted their classified networks for moderation in 2015.

Through this simple classification, RCAs and the Transport Agency can now compare the state of roads across the country, and direct investment where it is needed most. Users will see an increase in the quality of some roads, and a decrease in others that have been over-specified in the past. Overall, RCAs and their ratepayers will get the right level of road infrastructure where it is needed, determined by a robust, impartial, nationally consistent tool - the ONRC.



The One Network Road Classification

ACCESS

This is often where your journey starts and ends. These roads provide access and connectivity to many of your daily journeys (home, shops, school, etc). They also provide access to the wider network.

SECONDARY COLLECTOR

These are roads that provide a secondary distributor/collector function, linking local areas of population and economic sites. They may be the only route available to some places within this local area.

PRIMARY COLLECTOR

These are locally important roads that provide a primary distributor/collector function, linking significant local economic areas or population areas.



REGIONAL

These roads make a major contribution to the social and economic wellbeing of a region and connect to regionally significant places, industries, ports and airports. They are major connectors between regions and, in urban areas, may have substantial passenger transport movements.

ARTERIAL

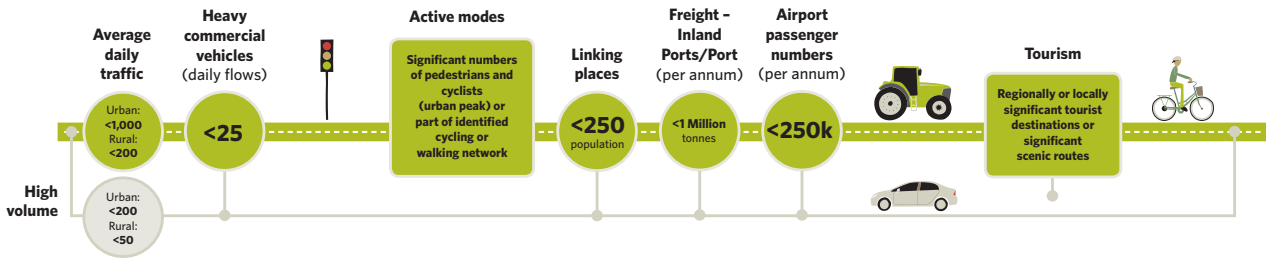
These roads make a significant contribution to social and economic wellbeing, linking regionally significant places, industries, ports or airports. They may be the only route available to important places in a region, performing a 'lifeline' function.

NATIONAL

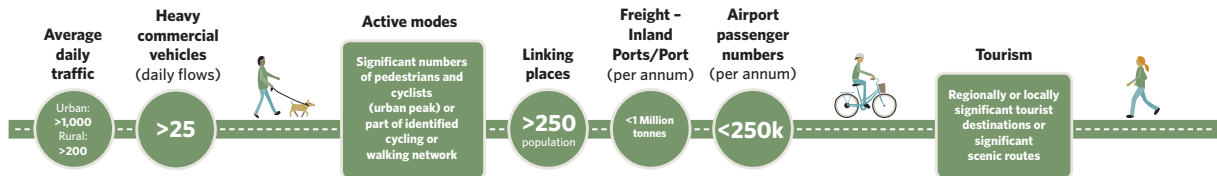
These roads make the largest contribution to the social and economic wellbeing of New Zealand by connecting major population centres, major ports or international airports, and have high volumes of heavy commercial vehicles or general traffic.

The One Network Road Classification

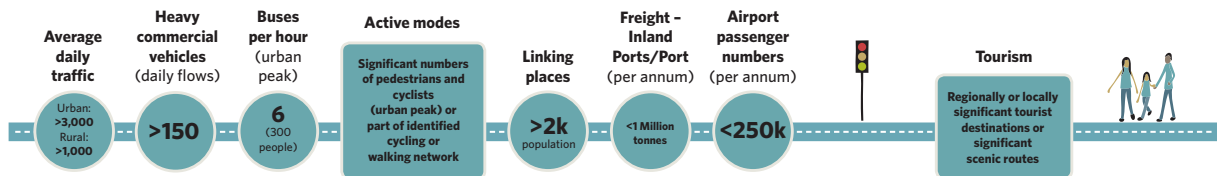
ACCESS



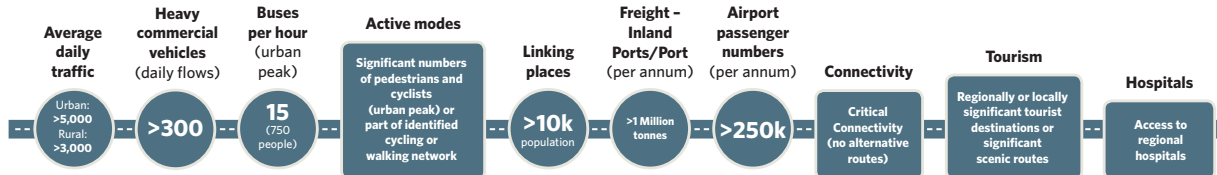
SECONDARY COLLECTOR



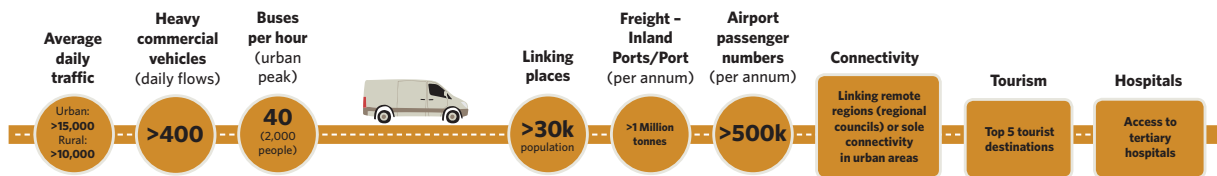
PRIMARY COLLECTOR



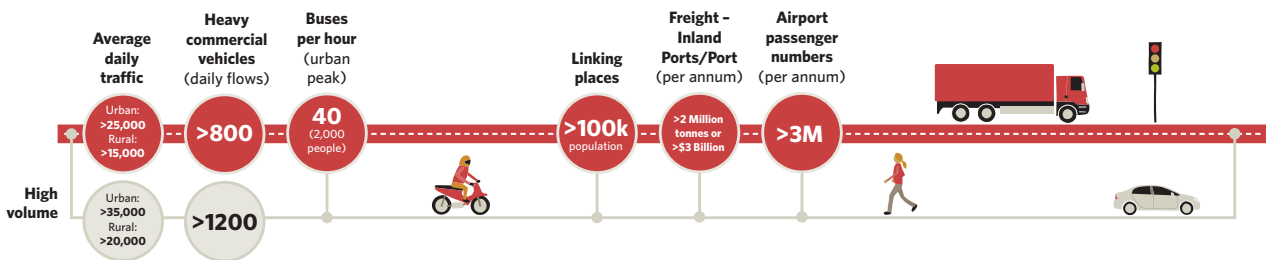
ARTERIAL



REGIONAL



NATIONAL



Customer Levels of Service

Once a road has been classified under the ONRC, it should be maintained to the Customer Level of Service (CLoS) for roads of its type. The Customer Levels of Service are:

- Mobility (travel time reliability, resilience of the route)
- Safety
- Amenity (travel quality and aesthetics)
- Accessibility (land access and road network connectivity)



Performance Measures

RCA's will know they are addressing their Customer Levels of Service by using the ONRC Performance Measures.

For example for a good Safety outcome, instead of measuring the length of roadside grass, you would evaluate whether motorists' sightlines are adequate. The focus shifts from technical solutions to customer outcomes, and because of this the performance measures do not prescribe specific operational tasks. RCA's can come up with their own solutions and work programmes, as long as they demonstrate good customer focus - the customer includes both users and tax/rate payers.

There are three types of ONRC performance measures:

- Customer Outcome
- Technical Output
- Cost Efficiency

Together, they measure an RCA's efficiency and effectiveness at meeting the Customer Levels of Service.

The Performance Measures are a key tool for RCA's when building their business cases for national funding. RCA's don't have to use every performance measure for every road, as long as they demonstrate that they are addressing all Customer Levels of Service. RCA's can also supply additional information if the performance measures do not adequately support the arguments for their business cases.

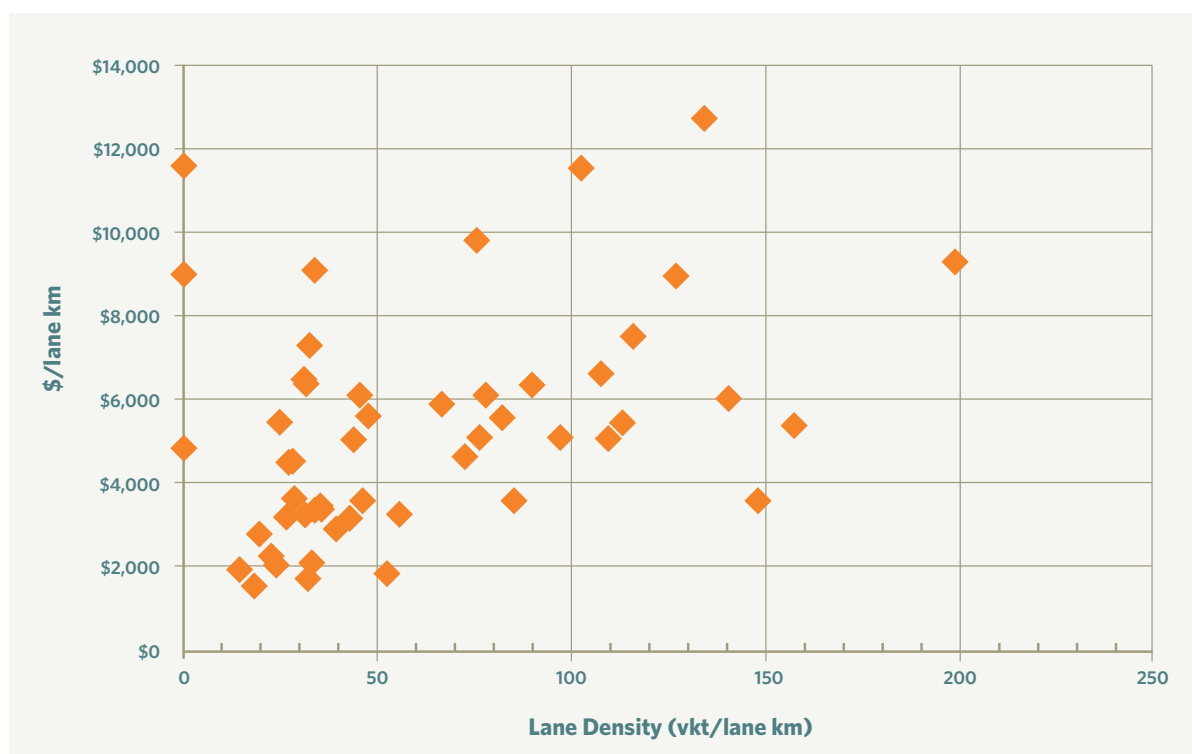


Benchmarking

As the evidence base grows, the ONRC and its performance measures will enable us to benchmark the performance of each RCA's network. We will be able to easily identify varying levels of customer outcome across the country, and inconsistency of costs.

The graph below shows the maintenance, renewals and improvements expenditure of rural councils between 2004 - 2013 on the basis of cost per lane kilometre and lane density (traffic flow).

Cost/lane km vs Lane Density — "Rural" Networks Maintenance, Renewals, Improvements Expenditure 2004-2013



Clearly there are wide differences in cost (and quite possibly data accuracy) between RCAs. There can be good reasons for cost inconsistencies - for example an access road in hill country costs more to maintain than an access road across flat, well-drained land. You will be able to use the nationally consistent ONRC data to assess and compare the cost of roads in your region:

- Do costs reflect over- or under- delivery of service?
- Is work meeting identified customer need?
- Are interventions timely?
- Are you getting the best outcome for the best cost?

In answering these questions, RCAs develop a compelling business case to address key areas of need.

Applying the Performance Measures to your Business Case: an example



When it is reporting and benchmarking customer outcome measures, an RCA finds it is under-performing on Resilience outcomes. Their customers on Primary and Secondary Collector roads lose an unacceptable number of journeys during minor flood events. They have identified a strategic case for change.



They use the ONRC Technical Output Measures as a guide in their Asset Management Planning, and by also working closely with neighbouring networks, the RCA is able to define the problem with consistent evidence.



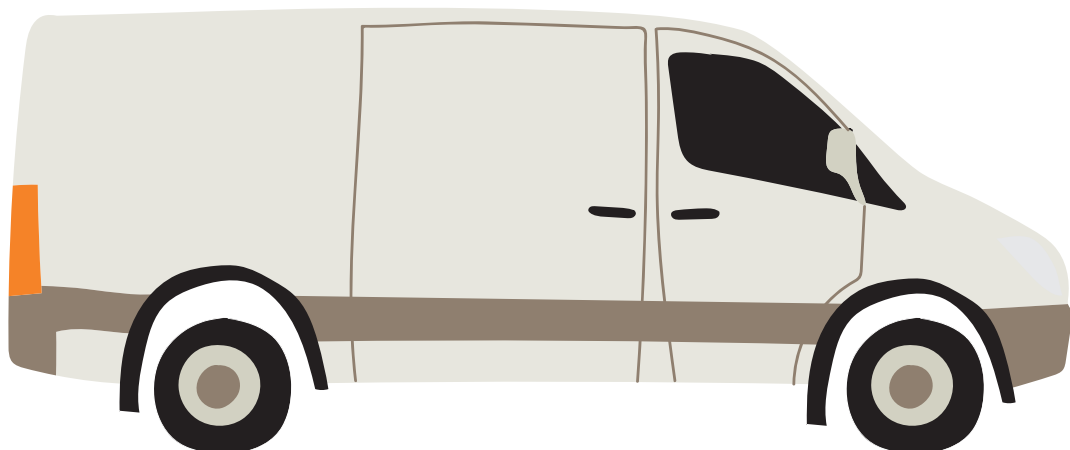
They can now pinpoint their vulnerable routes, the viable alternatives (including through neighbouring networks) and the specific interventions needed to manage the risk of closure to more acceptable levels and at the least whole-of-life cost. They also establish that they are not informing customers of closures quickly enough to influence their journey choices when closures cannot be mitigated.



On the other hand, they find their performance on Amenity outcomes is too high. Rather than compromising their cost efficiency by asking for more money, they reprioritise their investment out of Amenity and into making their routes more resilient, especially as journey reliability is a key contributor to economic productivity and growth.



The roading team is also collaborating with neighbouring councils, their regional council and NZ Transport Agency to utilise rainfall and river flow modelling, and also to communicate to customers via a central communication hub.



How the ONRC creates new opportunities

The ONRC's customer levels of service and performance measures are a new way of working, and in the early stages this can seem onerous. Some may also be concerned that it will lead to budget cuts.

There is no question that value-for-money is driving this change in the funding structure. Spending on roads has increased unsustainably over the past decade, which cannot continue. However the ONRC has been created as a way of turning this limitation into an opportunity for smarter activity management and greater collaboration.

Once the ONRC is embedded, RCAs will have access to far better information about the whole road network. They will be able to exchange information and learn from each other, because they have consistent information to aid comparison – comparing apples with apples, instead of peaches or pears. For the same reason, RCAs will be able to collaborate across boundaries, achieving greater efficiencies and more consistency for the customer. New Zealand will have a stronger road network to support economic growth.

