

## **Regional Transport Committee**

Wednesday 14 June 2017

11.00am

Taranaki Regional Council, Stratford



**Agenda for the meeting of the Regional Transport Committee to be held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 14 June 2017 commencing at 11.00am.**

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

**Apologies**

**Notification of Late Items**

<b>Item</b>	<b>Page</b>	<b>Subject</b>
Item 1	3	Confirmation of Minutes 8 March 2017
Item 2	9	Minutes of the Regional Transport Advisory Group
Item 3	25	Notes of the State Highway 3 Working Party
Item 4	51	Request to vary the Regional Land Transport Plan for Taranaki 2015/16 - 2020/21
Item 5	57	'Make Way for Taranaki' regional economic development strategy
Item 6	64	NZ Transport Agency Regional Report
Item 7	97	Mid-term review of the Regional Land Transport Plan 2015/16 - 2020/21
Item 8	119	State highway maintenance concerns
Item 9	125	Passenger transport operational update for the quarter ending 31 March 2017
Item 10	132	Correspondence and information items

## Agenda Memorandum

**Date** 14 June 2017



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

**Subject: Confirmation of Minutes – 8 March 2017**

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

B G Chamberlain, Chief Executive

**Document:** 1876957

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### 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 8 March 2017 at 11.00am
2. notes the recommendations therein were adopted by the Taranaki Regional Council on 3 April 2017.

### Matters arising

#### Appendices

Document #1830886 – 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 8 March 2017 commencing at  
11.00am.**



<b>Members</b>	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)
<b>Attending</b>	Councillor	M J Cloke	
	Councillor	A Jamieson	(Stratford District Council)
	Messrs	M J Nield	(Director-Corporate Services)
		G C Severinsen	(Policy and Strategy Manager)
		C B Clarke	(Transport Services Manager)
	Mrs	F Ritson	(Policy Analyst)
	Mrs	R Smith	(Transport Administration Officer)
	Mrs	K van Gameren	(Committee Administrator)
	Messrs	R I Anson	(NZ Transport Agency)
		I Rossiter	(NZ Transport Agency)
		B Dowsett	(NZ Transport Agency)
		D Langford	(New Plymouth District Council)
		V Lim	(South Taranaki District Council)
		S Bowden	(Stratford District Council)

**Apologies**            There were no apologies.

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

**1. Minutes Regional Transport Committee meeting – 7 September 2016**

**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 7 September 2016 at 11.00am.
2. notes that the minutes of the Regional Transport Committee meeting of the Regional Transport Committee meeting of the Taranaki Regional Council held in Taranaki

Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 7 September 2016 at 11.00am were authenticated by the Committee Chairperson, C S Williamson, and the Taranaki Regional Council Chief Executive, B G Chamberlain, pursuant to Model Standing Orders.

Williamson/Volzke

### **Matters arising**

#### New Zealand Transport Agency Regional Report

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

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

- 2.1 The minutes of the Taranaki Regional Transport Advisory Group (RTAG) meetings held on 5 October 2016 and 15 December 2016 were received and noted.

### **Recommended**

THAT the Taranaki Regional Council

1. receives for information purposes the minutes of the Taranaki Regional Transport Advisory Group meeting held on 5 October 2016
2. receives for information purposes the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on 15 December 2016.

Volzke/Dunlop

## **3. Notes of the State Highway 3 Working Party meeting**

- 3.1 The notes of the State Highway 3 Working Party (SH3WP) meeting held on Thursday 8 September 2016 were received and noted.

### **Recommended**

That the Taranaki Regional Council:

1. receives for information purposes the unconfirmed notes of the State Highway 3 Working Party meeting held on Thursday 8 September 2016.

Williamson/McDonald

#### **4. Key functions and terms of reference for the Regional Transport Committee**

- 4.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum advising Members of the Committee of the functions of the Regional Transport Committee for Taranaki, providing a Terms of Reference for the Committee for consideration and endorsement, advising Members of the functions of the Regional Transport Advisory Group for Taranaki, and providing a Terms of Reference for the Group for consideration and endorsement.

##### **Recommended**

That the Taranaki Regional Council:

1. notes the role of regional transport committees, as required by the *Land Transport Management Act 2003*
2. receives and endorses the Terms of Reference for the Regional Transport Committee for Taranaki
3. receives and endorses the Terms of Reference developed for the Regional Transport Advisory Group for Taranaki.

Williamson/Dunlop

#### **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 discussed by the Committee including:

- Progress/status of road improvements at Motorua (New Plymouth) on SH44
- State Highway reinstatement works, notably SH43, following the June 2015 flooding event
- State Highway 3 New Plymouth to Hawera corridor project
- Signage for tourism sites in region - the NZ Transport Agency will review concerns raised as to the adequacy and frequency of directional signs to tourist spots on the Taranaki state highway network.

##### **Recommended**

THAT the Taranaki Regional Council

1. receives and notes the Regional Report from the New Zealand Transport Agency.

McDonald/Williamson

#### **6. Transport Projects**

- 6.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum informing the

Committee on matters of interest and current transport projects.

**Recommended**

THAT the Taranaki Regional Council

1. receives and notes the information provided on the review of the Regional Stock Truck Effluent Strategy for Taranaki
2. receives and notes the information provided on the Government Policy Statement on Land Transport 2018/19 – 2027/28
3. receives and notes the information provided on the Regional Land Transport Plan review
4. receives and notes the information provided on the State Highway 43 investigation. Williamson/Duynhoven

**7. Request to vary the Regional Land Transport Plan for Taranaki 2015/2016 – 2020/2021**

- 7.1 Mr R I Anson, NZ Transport Agency, spoke to the memorandum seeking approval of a request to vary the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* (Taranaki RLTPlan):

- changes to phase costs and timing of an activity in the current *Regional Land Transport Plan for Taranaki 2015/16-2020/21* – SH3 Hawera to New Plymouth

The request has received support from the Regional Transport Advisory Group. The request is not considered to trigger the significance policy in relation to plan variations that would require a public consultation process.

**Recommended**

THAT the Taranaki Regional Council

1. receives the memorandum, Requests to vary the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*
2. agrees to the requested update to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*, made by the New Zealand Transport Agency, to add phases to the SH3 Hawera to New Plymouth project
3. adopts the variation to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* and agrees to forward it on to the New Zealand Transport Agency.

Volzke/McDonald

**8. SH3 Awakino Gorge to Mt Messenger Programme update**

- 8.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum providing an update to the Committee on the SH3 Awakino Gorge to Mt Messenger Programme and the two submissions made to the Awakino Gorge to Mount Messenger Programme Team.
- 8.2 The preferred options considered and chosen by the Taranaki Regional Council and the

State Highway 3 Working Party were endorsed by the Committee, being:

- Awakino Tunnel bypass – Option 2 – a bypass away from the Awakino Tunnel with two bridges
- Mt Messenger bypass – Option 3 – a 5.3km bypass route running further west of the existing highway.

**Recommended**

THAT the Taranaki Regional Council

1. receives the memorandum *SH3 Awakino Gorge to Mt Messenger Programme*
2. receives and notes for information purposes the submissions from the Taranaki Regional Council and SH3 Working Party on the *Awakino Gorge to Mount Messenger Programme*.

Williamson/Duynhoven

**9. Correspondence and information items**

- 9.1 The memorandum updating Members on correspondence and information received since the last Committee meeting was noted.

**Recommended**

That the Taranaki Regional Council:

1. notes that the Stratford District Council has chosen the Taranaki Regional Council Transport Committee to represent it in land transport planning matters for the area included in the Manawatu-Whanganui Region
2. receives and notes the information provided on the Government’s expansion of broadband initiatives and creation of a Mobile Black Spot Fund, and the opportunity that this presents to improve cell phone coverage along State Highway 3 north in particular
3. receives and notes the information provided on the Small Passenger Services Reform 2017.

McDonald/Dunlop

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

**Confirmed**

**Chairperson** \_\_\_\_\_  
**C S Williamson**

**Date** **14 June 2017**



## Agenda Memorandum

**Date** 14 June 2017



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

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

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

B G Chamberlain, Chief Executive

**Document:** 1870901

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### **Purpose**

The purposes of this memorandum is to receive (for information) the minutes of the Taranaki Regional Transport Advisory Group (RTAG) meeting held on 12 April 2017 and the unconfirmed minutes of the meeting held 24 May 2017.

### **Recommendations**

That the Taranaki Regional Council:

1. receives for information purposes the minutes of the Taranaki Regional Transport Advisory Group meeting held on 12 April 2017
2. receives for information purposes the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on 24 May 2017.

### **Decision-making considerations**

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

### **Financial considerations—LTP/Annual Plan**

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

### **Policy considerations**

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

**Legal considerations**

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

**Appendices/Attachments**

Document 1850087: Minutes of Taranaki RTAG meeting 12 April 2017

Document 1871107: Minutes of Taranaki RTAG meeting 24 May 2017

## Taranaki Regional Transport Advisory Group Meeting

### MINUTES

<b>Date</b>	<b>Wednesday 12 April 2017 at 10.30am.</b>	
<b>Venue</b>	<b>Taranaki Regional Council, 47 Cloten Road, Stratford</b>	
<b>Present</b>	Carl Whittleston (CW)	NPDC
	Steve Bowden (SB)	SDC
	Vincent Lim (VL)	STDC
	Wayne Wallace (WW)	NZTA P&I
	David Perry (DP)	NZTA
	Chris Clarke (CC)	TRC
	Gray Severinsen (GS)	TRC
	Fiona Ritson (FR)	TRC
	Rachel Smith (RS)	TRC
<b>Apologies</b>	Wayne Keightley (WK)	NZTA HNO
	Richard Ashman (RA)	NZTA HNO
	Paul Murphy (PM)	NZTA P&I

Item	Agenda subject	Action
1.	<b>Welcome and apologies</b> Apologies were received as noted above.	
2.	<b>Confirmation of previous minutes</b> The previous minutes of the RTAG meeting held on Wednesday 15 December 2016 were accepted as true and correct, with the following comments: <ul style="list-style-type: none"> <li>Item 10 states that FR was to organise a Cycling and Walking Strategy meeting in the first quarter of 2017. This has not been possible due to her unforeseen absence for the last 3 months and is currently on hold. Likewise the review of the Stock Truck Effluent Strategy has had to be placed on hold.</li> <li>FR apologised for TRC not providing feedback on SDC's <i>Realising the Republic</i> focus paper during this time also.</li> </ul>	
2(a).	<b>Matters arising</b> <ul style="list-style-type: none"> <li>Taranaki R Funds reconciliation document tabled, based on an extract from TIO provided by WW. Discussion held around some projects that did not proceed and have been removed from listing - queries to be directed to WK.</li> <li>The Group was advised that the balance of \$607,179.00 currently noted as 'unassigned' has in fact been assigned to the Vickers to City project but has not been transferred within TIO as yet. All R Funds have therefore been allocated.</li> <li>FR will email the R Funds reconciliation document to RTC members once the total cost of the Vickers to City project has been added to compare against the R</li> </ul>	



Item	Agenda subject	Action
5.	<p><b>SH3 north – AG2MM programme update from NZTA</b></p> <ul style="list-style-type: none"> <li>• WW advised a lot of feedback has been received on the programme but he has nothing further to add until the Minister’s decision is released tomorrow.</li> </ul>	
6.	<p><b>NLTP 2018-21 development process</b></p> <p><b>Draft GPS 2018</b></p> <ul style="list-style-type: none"> <li>• FR noted the submission drafted for RTAG/RTC comment, which was circulated by email, then submitted on 5 April 2017.</li> <li>• Increase in regional economic development focus noted. Aligned increase in R2 Funds allocation (Regional Improvements AC), along with broadening of this AC definition.</li> <li>• Increase proposed in Minor Improvements threshold, from \$300k to \$1M.</li> </ul> <p><b>Draft IAF 2018</b></p> <p>WW introduced the Draft IAF 2018, with key points of the ensuing discussion including:</p> <ul style="list-style-type: none"> <li>• Concerns raised that previous feedback has not been taken on board and comments provided during the feedback process in August 2016 have not come through in the draft IAF document.</li> <li>• The intention of the Draft IAF 2018 is to move to a two-stage cost benefit analysis process which should provide clarity to decisions, be easy to understand and remove current overlap. Feedback on the Draft IAF so far is that it is cumbersome and difficult to follow.</li> <li>• The current Cost Benefit Ratio has 10+ ratings whereas the new two stage process has four.</li> <li>• A new Very High rating has been introduced.</li> <li>• Consultation is open until 21 April 2017. FR will draft a regional submission for the RTAG to review via email. DCs indicated that they are unlikely to submit separately at an organisational level.</li> <li>• The draft IAF for PT will be released on 27 April 2017.</li> </ul> <p><b>Long Term Strategic View (LTSV)</b></p> <p>WW introduced the LTSV, with key points of the ensuing discussion including:</p> <ul style="list-style-type: none"> <li>• The Draft LTSV is being progressively released throughout April. This is NZTA’s first attempt at a 30 year outlook, in response to sector a long-term focus document. The intention is for this to be a living document that evolves over time, and emphasis was made that it is not a funding document.</li> <li>• WW is planning workshops with other regional councils in May. A workshop with the RTC is a possibility.</li> <li>• SH3 north is not covered under upper or lower North Island. New Plymouth has a section due to being a high growth urban area.</li> </ul>	<p>FR</p> <p>WW</p>

Item	Agenda subject	Action
	<ul style="list-style-type: none"> <li>Feedback closes 30 June 2017. Feedback is to be provided to the email address on NZTA's website or directly to WW who will forward appropriately.</li> </ul>	
7.	<p><b>RLTP 2018 review (including BCA and ONRC)</b></p> <p><b>Development timeline</b></p> <ul style="list-style-type: none"> <li>FR tabled an overview timeline for Taranaki's RLTP mid-term review.</li> <li>Targeted consultation is still planned, unless the significance policy is triggered, which is unlikely. Consultation (be it targeted or public) is set to run from December 2017 – early February 2018.</li> <li>Draft Programmes to be in TIO by 30 September for inclusion within draft RLTP.</li> </ul> <p><b>Review of strategic front-end of Plan</b></p> <ul style="list-style-type: none"> <li>FR will undertake an initial review of the strategic front-end of the Plan and circulate to RTAG for feedback. Not anticipating major changes, more adjustment of language/structure to better reflect the sector's changes towards the BCA and ONRC. Need to flag REDS work and potential forward works.</li> </ul> <p><b>Roundtable of potential projects / activities to be included</b></p> <ul style="list-style-type: none"> <li>Noted that it is unlikely there will be major projects coming forward, though hopeful of more active modes.</li> <li>The Group supported the idea of including within the RLTP a listing of emerging tourism routes for both self-driving and cycling, which should be considered for R2 Funding with a higher FAR relative to local roads.</li> <li>Query was made of the NZTA transformation processes. WW confirmed at this stage it is BAU with Taranaki operations still being looked after by NZTA in Palmerston North until further notice.</li> <li>ONRC due in TIO by 30 September 2017. VL advised it is proving more complicated than expected.</li> <li>End of year drafts due in TIO by 30 June 2017.</li> <li>Question raised about the Airport Drive realignment project and whether this is a realignment of an access or a realignment of a road. This is being determined and will be included in the next LTP.</li> </ul> <p><b>SHIP - timeline and opportunities for regional input</b></p> <ul style="list-style-type: none"> <li>WW advised that the SHIP will be out mid May at the latest. FR advised she has not received Taranaki's regional background documents which were believed to be ready in March.</li> <li>The SHIP is being internally moderated now and will be emailed to the RTAG when available, and brought to the next RTAG meeting.</li> <li>Process for regional input into the SHIP unclear and needs to be explained.</li> <li>It was noted that the circulated SHIP needs to include maintenance as well as</li> </ul>	<p>FR</p> <p>WK</p> <p>WK</p> <p>WK</p>

Item	Agenda subject	Action
	improvements.	
8.	<p><b>State Highway maintenance concerns</b></p> <ul style="list-style-type: none"> <li>• Serious concerns about the condition of Taranaki’s SHs were raised and discussed. This included concerns about ongoing Agency ‘sweating of assets’ approach to divert funds elsewhere, versus those due to contractor performance issues and/or insufficient LOS within the Network Outcomes Contract. It is believed that this is not just a Taranaki issue, but is being heard around the country. Also, that there will be a large bow-wave of much larger work created by such deferred/poor maintenance. For example, extending reseal cycles ends up costing far more in the long run.</li> <li>• The Group determined that their concerns regarding deteriorating pavements and surfaces needed to be elevated to the RTC. NPDC, SDC and STDC will provide examples of their concerns to FR for compiling.</li> </ul>	SB/CW /VL/FR
9.	<p><b>Speed Management Guide</b></p> <ul style="list-style-type: none"> <li>• A presentation will be provided by NZTA at a future RTC meeting.</li> <li>• RTAG and RTC will not be involved in the decision-making, as this is to be done by RCA’s at a district level. However, while decisions will be determined at a RCA level there needs to be some regional consistency, so discussions at RTAG level may well be appropriate.</li> </ul>	
10.	<p><b>Round table updates</b></p>	
	<p><b>STDC (VL)</b></p> <ul style="list-style-type: none"> <li>• Working on progressing a pathway from Hawera to Normanby.</li> <li>• Looking into the construction of a bus shelter in Eltham. This is shaping up to be on Chorus land and will need to go through the Resource Consent process first.</li> </ul>	
	<p><b>NPDC (CW)</b></p> <ul style="list-style-type: none"> <li>• 1500 LED lights have been installed so far.</li> <li>• Storm damage works are due to be finished soon.</li> <li>• Henwood Road – decisions reached with NZTA about sorting corrugations.</li> <li>• Matt Richardson will be joining NPDC in May as the Network Delivery Lead.</li> <li>• Ahititi STE disposal site – options still being investigated for upgrading or replacing (there are issues with the capacity and compliance of the existing facility).</li> <li>• NPDC will be making a recommendation to Council for the introduction of p120 parking along Coronation Avenue.</li> </ul>	

Item	Agenda subject	Action
	<p><b>SDC (SB)</b></p> <ul style="list-style-type: none"> <li>• Realising the Republic meeting held at the Whangamomona Hall last night. General feedback was to maintain the character of Whanga but improve SH43.</li> <li>• Old Whangamomona Road (2 tunnels, 5 bridges) is likely to be returned to SDC to maintain.</li> <li>• The proposed chicken farm on Radnor Road is progressing through the Resource Consent process.</li> <li>• Powerco will fund \$320k of the \$880k needed to get the power cable laid on the ground from the end of Pembroke Road to the Mountain House. An application is being made to TET to fund the \$560k remainder.</li> <li>• Discussions are ongoing in terms of a walkway on the (20m wide) road reserve through the bush, noting that it cannot be located within 5 metres of the power cable.</li> <li>• Bylaws for Whangamomona Road and bee-keeping on road reserve are on hold.</li> <li>• Kingheim Estate cycle tracks are well below what was planned and at this stage it appears that SDC has been left to maintain them.</li> <li>• Looking into developing walking tracks for visitors to Whangamomona.</li> </ul>	
	<p><b>TRC (GS, FR, CC)</b></p> <ul style="list-style-type: none"> <li>• GS advised Taranaki REDS preparation is well underway with monthly meetings taking place. Final report due out in August 2017.</li> <li>• Joint Media Release ‘Better bus ticketing for passengers on the way’ tabled by CC – relates to regional consortium for electronic PT ticketing of which Taranaki is part.</li> <li>• FR advised that reviews of the two non-statutory regional strategies (STE and Walkways &amp; Cycleways) are on hold. RLTP review is priority, including the NLTP development steps of responding to 2018 GPS and IAF drafts and LTSV.</li> </ul>	
	<p><b>NZTA (DP and WW)</b></p> <ul style="list-style-type: none"> <li>• Normanby realignment project is complete and the road was officially opened in March. Manawapou Rd now reinstated. Bridal St commencing soon and Epiha rehab finished. The wet weather has impacted on reseal work.</li> <li>• The SH3 Waitara to Bell Block community open days were well attended with lots of feedback received from the Bell Block community in particular. Simon Barnett to analyse. Its likely project will be included in NLTP 2018/21.</li> <li>• Further Vickers Road to City works due to commence shortly.</li> <li>• The SH3 New Plymouth to Hawera variation will be taken to RTC.</li> </ul>	
<p><b>11.</b></p>	<p><b>General Business</b></p> <p><b>Special Purpose Roads (SPRs)</b></p> <ul style="list-style-type: none"> <li>• Decision made by the group to add SPRs back on to the agenda for the next</li> </ul>	



Item	Agenda subject	Action
	<p>RTAG meeting, with NZTA to come back to the group with further information at that stage.</p> <p><b>LED Streetlighting</b></p> <ul style="list-style-type: none"> <li>• WW advised that, per recent memo, NZTA have increased the FAR for LED Streetlighting to 85% for the 2015-18 NLTP (including retrospectively).</li> <li>• Unit prices are continuing to come down and the districts are all progressing well.</li> </ul> <p><b>VDAM requirements</b></p> <ul style="list-style-type: none"> <li>• FR queried if VDAM requirements were all in place or underway on local roads. Come December all bridges will be 'opened up' unless posted, so specific testing underway throughout region.</li> </ul>	FR/WW
12.	<p><b>Next meeting</b></p> <ul style="list-style-type: none"> <li>• Scheduled for Wednesday 24 May 2017.</li> </ul> <p>Meeting closed at 1:05pm</p>	

**Acronyms commonly used in RTAG meetings**

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

## Taranaki Regional Transport Advisory Group Meeting

### MINUTES

<b>Date</b>	Wednesday 24 May 2017 at 10.30am.	
<b>Venue</b>	Taranaki Regional Council, 47 Cloten Road, Stratford	
<b>Present</b>	Carl Whittleston (CW)	NPDC
	Steve Bowden (SB)	SDC
	Courtney Devlin (CD)	SDC – from 11:10am
	Carolyn Copeland (CCo)	STDC – from 10:55am
	Wayne Wallace (WW)	NZTA P&I
	Paul Murphy (PM)	NZTA P&I
	Wayne Keightley (WK)	NZTA HNO
	David Perry (DP)	NZTA HNO
	Chris Clarke (CC)	TRC
	Gray Severinsen (GS)	TRC
	Fiona Ritson (FR)	TRC
	Rachel Smith (RS)	TRC
<b>Apologies</b>	Vincent Lim (VL)	STDC
	Richard Ashman (RA)	NZTA HNO

Item	Agenda subject	Action
1.	<p><b>Welcome and apologies</b></p> <p>Apologies were received as noted above.</p> <p>Following their arrival at the meeting, the group welcomed Carolyn Copeland and Courtney Devlin as new alternates to the RTAG.</p>	
2.	<p><b>Confirmation of previous minutes</b></p> <p>The previous minutes of the RTAG meeting held on Wednesday 12 April 2017 were accepted as true and correct.</p>	
2(a).	<p><b>Matters arising</b></p> <ul style="list-style-type: none"> <li>FR has not received any queries regarding the Taranaki R Funds reconciliation document which was circulated via email to RTC members.</li> <li>The signed MoU has been received back from SDC and Horizons and final counter signed copies have been sent back to both.</li> <li>Confirmation will be made at the next RTAG meeting if RA is to be included in RTAG correspondence.</li> </ul> <p><b>Item 3</b></p> <ul style="list-style-type: none"> <li>WW advised that RA is leading a review by Downers of signage to Egmont</li> </ul>	WW

Item	Agenda subject	Action
	<p>National Park. He will provide further updates as the review progresses.</p> <ul style="list-style-type: none"> <li>• FR is still progressing the SH43 Joint Statement.</li> <li>• A SH3WP meeting was held in Mokau on 3 May 2017 following the announcement from the Minister on the AG2MM programme.</li> </ul> <p><b>Item 6</b></p> <ul style="list-style-type: none"> <li>• The regional submission on the draft IAF has been completed and submitted.</li> <li>• CW noted the change to the FAR rating for street lighting.</li> </ul>	FR
3.	<p><b>RTC meetings</b></p> <ul style="list-style-type: none"> <li>• Discussion held on likely agenda items for the 14 June 2017 RTC meeting: <ul style="list-style-type: none"> <li>○ RTAG and SH3WP meeting minutes.</li> <li>○ STDC's request to vary the RLTP to complete the Nukumarū Station Road rail crossing upgrade.</li> <li>○ A workshop provided by NZTA on the LTSV.</li> <li>○ SHIP and CMPs – WW will advise if these will be included.</li> <li>○ Brief item on REDS.</li> <li>○ SH maintenance concerns.</li> <li>○ Forgotten World Adventures presentation.</li> <li>○ PT update.</li> <li>○ Submissions made on the Draft GPS and Draft IAF.</li> <li>○ Letter sent to the Minister reinforcing public support for Option 3. <ul style="list-style-type: none"> <li>– Note TRC has received letters from various companies endorsing Option 3 for the Mt Messenger bypass, which will be forwarded to Minister.</li> </ul> </li> </ul> </li> </ul>	WW
4.	<p><b>State Highway Investment Proposal (SHIP) 2018-21</b></p> <ul style="list-style-type: none"> <li>• WW and WK tabled a document from the draft SHIP outlining the Key State Highway Projects proposed for Taranaki. He noted that the process is similar to how the RTC prioritise projects and there should be no surprises to the group. The proposed projects are an attempt to front foot variations to the RLTP and WW is still seeking feedback on any projects that are not included.</li> <li>• The final release of the SHIP is close with only minor adjustments to be made however, it is unclear if it will be ready before the RTC meeting. There will be one document for the country with separate tables for each region to ensure consistency.</li> <li>• It was requested that WW report back to the group with more information on the Minor Improvements and Taranaki Port Access projects.</li> <li>• WK confirmed the Normanby Bridge Realignment is awaiting the installation of a carving to complete the project.</li> <li>• The difference between Project 3 (SH3 New Plymouth to Hawera Safety Improvements) and Project 4 (SH3 Hawera to New Plymouth Corridor Improvements) was queried. WW advised the first will focus on safety improvements while the other focuses on travel time and reliability.</li> <li>• A group discussion was held regarding the inclusion of walking and cycling activities in the SHIP. WK suggested exploring the idea of one regional project</li> </ul>	WW

Item	Agenda subject	Action
	<p>rather than individual district projects.</p> <ul style="list-style-type: none"> <li>RTAG in response to the SHIP would like to see a placeholder for a regional active modes (walking and cycling) project. There is a need for SHs to match planned local road improvements for customer LOS, such as cycle lanes on New Plymouth arterials.</li> </ul>	
5.	<p><b>State Highway maintenance concerns</b></p> <ul style="list-style-type: none"> <li>Members discussed SH maintenance concerns in depth, with DCs providing specific examples of the deterioration in their districts. NPDC, SDC and STDC shared the opinion that customer complaints are likely to increase due to the poor maintenance of the SHs in their districts. Current interventions using the least cost options are reactive, failing to last a sufficient period of time, are not meeting customer expectations and are not cost effective in the long term. DCs are expecting a large bow-wave of work to be created if NZTA continues to use the current NOC model.</li> <li>WK and DP responded to the concerns, and advised that the second generation of the NOC model is currently being drafted. They urged members to consider their message carefully if it is to be elevated to the RTC – the focus must be on concerns about the NOC model, not any perception of quality of work by the contractor which is an operational matter for the Agency.</li> <li>The group decided that now is the prime opportunity to provide formal feedback on the NOC model through Parekawhia McLean. FR will formulate a memo from the Local Authorities rather than RTAG, to avoid any conflicts of interest for NZTA members, and elevate to the RTC for support.</li> </ul>	FR
6.	<p><b>Updates from NZTA</b></p> <ul style="list-style-type: none"> <li>Options for the Mt Messenger bypass are being considered.</li> <li>Corridor Management Plans (CMPs) are almost complete, though unlikely to be ready for the RTC meeting. Still in the process of finalising New Plymouth to Hamilton and New Plymouth to Palmerston North. SH43 has been presented in small sections which is out of context with SH3. Hot spots and pinch points for Taranaki are identified but there should be no surprises.</li> <li>The IAF is being developed further. Though its finalisation, along with the GPS, will be on hold until after the election.</li> <li>An ONRC workshop is being held in Palmerston North on the afternoon of 12 June 2017 with NLTP TIO training taking place the following day. It has not been possible to provide the TIO training via video conferencing as requested.</li> <li>The due date for drafts of each organisation's Transport Programmes to be entered into TIO has been extended to 31 August 2017.</li> <li>CEO Fergus Gammie will be giving a presentation in Taranaki on 1 June 2017.</li> </ul>	
7.	<p><b>RLTP mid-term review</b></p> <ul style="list-style-type: none"> <li>FR had planned to have the strategic front end completed by now but believes an ILM is needed to provide guidance on what the strategic direction should</li> </ul>	FR

Item	Agenda subject	Action
	<p>look like.</p> <ul style="list-style-type: none"> <li>• The group referred to sections of the current RLTP for discussion:               <ul style="list-style-type: none"> <li>○ <b>Section 4.1 – Vision Statement:</b> There was discussion around possibly making some minor wording changes, however no decisions were made.</li> <li>○ <b>Section 4.2 – Strategic Direction:</b> The consensus was that the general content can remain the same but the wording and language should be updated. CW noted that technology and electric vehicles need to be added. FR proposed an ILM process be held, potentially at the next RTAG meeting time, with general agreement from the Group that this would be useful.</li> <li>○ <b>Section 5.8 – Activities included for future consideration:-</b> FR to check this listing (including the SH3 Mokau to New Plymouth passing lanes) against the CMPs when received. FR took a list of raised activities to consider including. Decisions made to keep SH3 Coronation / Cumberland St intersection improvements, SH43 and SH44.</li> </ul> </li> </ul>	FR
8.	<p><b>Long Term Strategic View (LTSV)</b></p> <ul style="list-style-type: none"> <li>• A workshop will be held by NZTA at the 14 June RTC meeting with FR to draft a submission following this meeting.</li> <li>• SH3 has not been flagged as a key route and is not considered strategic so this will be highlighted in the submission. The SH3 CMP from Taranaki to Waikato has been completed and needs to be brought back into the LTSV. CW also recommended including the impacts of forestry on Taranaki’s roading networks.</li> <li>• WK discussed the development of a Network Operating Framework (NOF) for New Plymouth which is noted in the LTSV. This is an evidence-based operational project providing a snap shot of the current situation and where Local Authorities would like to see things headed in future. This provides a precursor to getting changes made to a project.</li> </ul>	FR
9.	<p><b>Special Purpose Roads (SPRs)</b></p> <ul style="list-style-type: none"> <li>• This was raised at an NZTA leadership team meeting yesterday but there has been no feedback from this yet. PM advised they are in the process of establishing a procedure to deal with SPRs and will provide an update once information is available.</li> <li>• It was noted that there may be a role for REDS in this area given that the SPRs provide access to Mount Taranaki, which is crucial for tourism.</li> </ul>	PM
10.	<p><b>Round table updates</b></p>	
	<p><b>TRC (FR and CC)</b></p> <ul style="list-style-type: none"> <li>• Abley Transportation Consultants have been engaged to complete a high-level desktop investigation into SH43, with a draft report due by 31 July 2017.</li> <li>• Work is progressing on the regional electronic ticketing system consortium, with ‘Tag On / Tag Off’ implementation planned for Taranaki in March-April</li> </ul>	

Item	Agenda subject	Action
	<p>2018.</p> <ul style="list-style-type: none"> <li>• Work continues for preparing to implement a new electronic swipe card system for Total Mobility throughout the region, with go live scheduled for 1 August 2017.</li> </ul>	
	<p><b>NZTA – HNO (WK and DP)</b></p> <ul style="list-style-type: none"> <li>• Resurfacing north of Vickers to City is complete.</li> <li>• Normanby Realignment amenity work to be completed.</li> <li>• The six storm damage sites on SH43 are progressing.</li> <li>• An update on SH3 Waitara to Bell Block will be provided to HNO later this week.</li> </ul>	
	<p><b>NPDC (CW)</b></p> <ul style="list-style-type: none"> <li>• The number of LED lights installed is now approximately 2000.</li> <li>• Still have some storm damage works to complete.</li> <li>• The matter of introducing p120 parking along Coronation Avenue will be taken to Council on 5 June 2017.</li> <li>• Bertrand Road Bridge will be closed for repairs for the next 4-6 weeks, due to damage caused by an overweight truck.</li> </ul>	
	<p><b>SDC (SB)</b></p> <ul style="list-style-type: none"> <li>• SDC has received Annual Plan submissions from recreational users of Old Whangamomona Road wanting it to remain open for use. The Group was queried on the legal definition of ‘road maintenance’ for an economic road. A report to SDC will be needed on the most appropriate course of action moving forward.</li> <li>• The proposed chicken farm on Radnor Road is progressing through the Resource Consent process. A number of questions have been raised including those relating to site access, in particular how to deal with trucks needing to turn right from SH3.</li> <li>• SDC attempting to secure funding for a carpark to provide better access to the Kingheim Estate cycle tracks.</li> <li>• Walking tracks at Whangamomona are still being investigated.</li> </ul>	
	<p><b>STDC (CCo)</b></p> <ul style="list-style-type: none"> <li>• Rotokare Road intersection improvements underway.</li> <li>• Eltham bus shelter location discussions ongoing.</li> <li>• <i>Pathways for People</i> work continues, with efforts now focused on progressing a pathway from Hawera to Normanby.</li> <li>• Still keen to progress a Hawera to New Plymouth pathway.</li> </ul>	

Item	Agenda subject	Action
11.	<p><b>General Business</b></p> <ul style="list-style-type: none"> <li>NPDC will be making a submission on the <i>Draft Land Transport Rule: Setting of Speed Limits</i>. Generally supportive, with a few cautions.</li> <li>Each district has received initial ONRC Standard Reports in early May.</li> </ul>	
12.	<p><b>Next meeting</b></p> <ul style="list-style-type: none"> <li>Currently scheduled for Wednesday 5 July 2017. Agreed to push this back a week due to end of financial year pressures.</li> </ul> <p>Meeting closed at 1pm.</p>	

### Acronyms commonly used in RTAG meetings

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



## Agenda Memorandum

**Date** 14 June 2017



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

**Subject: Notes of the State Highway 3 Working Party**

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

**Document:** 1870919

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### **Purpose**

The purpose of this memorandum is to receive (for information) the unconfirmed notes of the State Highway 3 Working Party meeting held on Wednesday 3 May 2017.

### **Recommendation**

That the Taranaki Regional Council:

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

### **Decision-making considerations**

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

### **Financial considerations—LTP/Annual Plan**

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

### **Policy considerations**

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

**Legal considerations**

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

**Appendices/Attachments**

Document 1858810: Notes of SH3 Working Party meeting

Document 1862179: Presentation to SH3WP on AG2MM Corridor Improvements

**Notes of the meeting of the SH3 Working Party**  
held from 1.00pm on Wednesday 3 May 2017  
at the St John Ambulance rooms, 16 North Street, Mokau

**Present:**

Hugh Vercoe (Cr)	Waikato Regional Council
Bill McMaster	Waikato Regional Council
Craig Williamson (Cr)	Taranaki Regional Council
Matthew McDonald (Cr)	Taranaki Regional Council
Fiona Ritson	Taranaki Regional Council
Chris Clarke	Taranaki Regional Council
Gray Severinsen	Taranaki Regional Council
Mike Nield	Taranaki Regional Council
Rachel Smith	Taranaki Regional Council
Harry Duiynhoven (Cr)	New Plymouth District Council
Brian Hanna (Mayor)	Waitomo District Council
Andrew Murphy (Const)	NZ Police, Mokau
Robert O'Keefe (Snr Sgt)	NZ Police, Taranaki
Allan Trow (Sgt)	NZ Police, Taranaki
John Sutton	NZ Automobile Association
Tom Cloke	Road Transport Association
Parekawhia McLean	NZ Transport Agency, Waikato
Iain Rossiter	NZ Transport Agency, Waikato
Richard Dunstan	NZ Transport Agency, Waikato
Rob Napier	NZ Transport Agency, Wellington
Ross I'Anson	NZ Transport Agency, Taranaki
Campbell McKegg	Safe Roads Alliance
Craig Inskeep	BECA

**Chair:** Cr Hugh Vercoe Waikato Regional Council, RTC Chair

**1. Welcome**

The Chair welcomed those present to the meeting, and a round table of self-introductions was undertaken.

The Chair acknowledged the positive relationship between Waikato and Taranaki regions which has been developed primarily through the Working Party; while Mayor Brian Hanna welcomed Parekawhia McLean to the Working Party and to the Waitomo District, and endorsed the work of the group.

**Apologies:**

Isy Kennedy	Waikato Regional Council
Carl Whittleston	New Plymouth District Council
Shaun Biesiek	New Plymouth District Council
Kevin Johnson	NZ Transport Agency, Waikato
Karen Boyt	NZ Transport Agency, Waikato
Barry Dowsett	NZ Transport Agency, Waikato
Graeme Hammond	NZ Police, Waikato Highway Patrol
Anne Probert	Venture Taranaki

## 2. Notes from the previous meeting

Notes from the previous Working Party meeting of 8 September 2016, previously circulated, were taken as read.

### Matters Arising

- Fiona Ritson noted one amendment to the minutes had been made with the year 2017 corrected to 2016 in Item 4(b) bullet point four.
- Tom Cloke spoke to Item 6 Stock Truck Effluent Disposal, advising that more effluent is currently being created on the trucks due to weather conditions throughout the North Island – which had created poor quality feed, and saw stock being moved quickly, with limited options for standing the stock before collection.

## 3. AG2MM project updates from Transport Agency and Safe Roads

Rob Napier, Programme Manager, provided a reminder of the Awakino Gorge to Mount Messenger (AG2MM) programme objectives and an overview of the feedback that has been received from the community. The programme objectives are to:

- 1) Improve safety (40%)
- 2) Improve resilience (40%)
- 3) Improve travel time and journey experience (20%)

The community engagement opportunities in December 2016 and January 2017 were very successful with almost 400 people attending the drop-in sessions and an equal number providing written feedback. A passion for the region and the natural beauty and landscape was evident in the feedback as was support for the programme objectives. Those who provided feedback were very clear on their preferences but also provided insights into potential challenges such as topography and iwi values. Responses indicate the community is looking for more than “just a straight road”. There were two strong principles that came through in the responses, with the Transport Agency taking these on board while also having their own principles they are guided by. Principles from the feedback were:

- Do it once and do it right
- Consider the long-term, doing the right thing for future generations.

Guiding AG2MM Programme principles for the team are:

- Do the right thing, as quickly as possible, in that order
- Keep corridor perspective – while you gain in one project you may lose in another.

### 3 (a) Corridor Improvements – Campbell McKegg, Safe Roads Alliance

Campbell McKegg provided a presentation outlining the planned Stage 1 and 2 works. Key points are summarised in the appended copy of the PowerPoint presentation with further discussion points noted as follows:

- Stage 1 were the simple short term improvements including vegetation removal, rumble strips, signage upgrades, side barrier installation, safe stopping areas and slow vehicle bays.
- Stage 2 includes three areas where speed limits could potentially be reduced to 80km/hr. This will go out for public consultation before any decisions are made.
- Resilience improvements (rockfalls, overslips, underslips approx. value \$4M).

- Ladies Mile southbound passing lane 1km long.
- Hammond Curve is a realignment project and has been joined with the Awakino Tunnel bypass project.
- The Bexley curve realignment involves the construction of two bridges and has been deemed too expensive to include at this stage as the \$20M cost would involve too many trade-offs for the rest of the corridor.
- Hannahs Curve realignment Option 2 involves the construction of two bridges and has also been deemed too expensive so Option 1 (which involves realignment of the river) is the proposed treatment. There are still some environmental issues to be offset if this option goes ahead.
- Safe Roads' preference is to deliver the full package but this is dependant on funding and is unlikely to include the Bexley curve realignment.
- Next steps include finalising cost estimates, DBC in May/June 2017, NZTA approval June/July 2017, commence Stage 2 detailed design and consenting from July 2017
- Members' noted that the Bexley Curve needs to have at least the minimum safety improvements such as increased signage and vegetation removal.
- Members' noted the need for wide stakeholder consultation as part of the speed management process was noted.
- Cr. Harry Duynhoven queried a document published approximately 10 years ago that listed the potential failure spots along SH3. Tom Cloke confirmed that these spots have since been addressed or included in proposed safety works.

**MOVED** that the SH3 Working Party support the Safe Roads' Option 7 short list of treatment options, noting that the Bexley Curve Realignment should be considered at a future date.

Cloke/Duynhoven

Carried.

Rob Napier advised the package of works has been put together based on public feedback.

Mike Nield queried the Agency's long term plans for investment in SH3 beyond the current project, particularly north to Piopio. Ross I'Anson advised he is unsure of any details but that the State Highway Investment Proposal for 2018-2021 is being moderated currently, and Corridor Management Plans are underway which may address this area.

Mayor Brian Hanna supported the call for continued improvements and commended the Transport Agency on the consultation process that has been undertaken and the community buy-in.

### **3 (b) Awakino Tunnel Bypass – Rob Napier, NZ Transport Agency**

Rob discussed the feedback and the next stages involved in progressing with Option 2. He confirmed that Option 2 was the strong favourite from the feedback received and due to the area involved there would be little ecological impact.

The detailed business case has been completed and a specimen design approved and endorsed. The Agency is in the process of procuring a design and construct contractor following a two stage process. The first stage of receiving Statements of Interest and Ability has been completed. The second stage will be seeking Request for Proposals. The focus is

to appoint the team who has the ability and quality not the lowest price. As the project is relatively low risk there is room for the contractor to show innovation in their design. In its most basic form the contractor will be tasked with providing a bypass from A to B and it will be up to them to decide how. The Transport Agency will provide the specimen design but will not be setting specific requirements on the way it is to be done.

The consenting process is underway and the expectation is that the contract will be awarded in October with work to commence in March/April 2018.

### **3 (c) Mt Messenger Bypass - Rob Napier, NZ Transport Agency**

The feedback received strongly supported Option 3 (the more direct bypass) but acknowledged the complexity of the project. An Alliance contract model is being followed given the complexity involved. The Alliance team, which will take the project through design and construction, have recently been appointed (Downer, HEB, Opus, Holmes Group and Tonkin and Taylor) and co-located in Wellington. Based on the feedback the options are being revisited with baseline ecological and geotechnical work close to completion.

Upcoming activities include forming a Challenge Team who will be tasked with looking at the options and the feedback in detail, consenting and planning pathways with September/October 2017 being the target for consent lodgement and design development. The design speed for this project was previously 80km/hr, however they now believe they can raise this to 100km/hr.

Further principles the Transport Agency are taking into consideration for this project are:

- Affordability
- Consenting
- Stakeholder support

The team are re-looking at all options presently, and the final route chosen for the bypass of Mt Messenger may well be a variation of one of the options consulted on. The Transport Agency needs to deliver on the programme objectives in the most responsible way. Feedback will be sought from the community once detailed designs are available.

It was noted the Minister of Transport is scheduled to make a further announcement on the project by August 2017.

## **4. Updates on maintenance and other improvement works along SH3**

### **4 (a) Ross I'Anson - NZ Transport Agency, Taranaki**

Ross provided a brief update on the southern side of the SH3 corridor, including:

- Awaiting the installation of some cultural items to finalise the SH3 Normanby Overbridge Realignment project with a further opening to take place once these are in place.
- A Detailed Business Case for improvements to SH3 from New Plymouth to Hawera has been approved. This is part of the Safe Roads programme.
- Community consultation on the SH3 Waitara to Bell Block project has been completed with good feedback received at the open days. Funding has been approved for corridor improvements for the section of SH3 from Waitara to 3A intersection. Traffic modelling is underway on the section from 3A intersection to New Plymouth.

- The Annual Plan has recently been approved.
- State Highway Investment Proposal (SHIP) being moderated currently.
- Corridor Management Plans (CMPs) are to be finalised.
- SH43 emergency works will be finished by 30 June 2017.
- Improvements to the SH44 Moturoa intersection – meetings will be held with shop owners and residents with plans to start works in the area in the next 12 months.

#### **4 (b) Richard Dunstan – NZ Transport Agency, Waikato**

Richard provided a brief update on the northern side of the SH3 corridor, including:

- Successful reseal programme.
- Safety improvements at Hunt road location
- Stockmans Hill subsidence has been corrected.
- Pinemark Hill slope stabilisation has been completed.

Campbell McKegg noted that safety improvements were being investigated on three sections of SH3 from Te Kuiti to Waitomo Caves, Otorohanga to Te Awamutu and Te Awamutu to Ohaupo.

#### **5. Updates on incidents(s) and improving incident response management**

Sergeant Allan Trow advised that fatalities in Taranaki are well-down, with there having been two fatalities to date compared to 17 for the whole of 2016.

There have been two vehicle crashes and one weather related closures of SH3 in Taranaki. Discussion was then held around what happens with trucks during a road closure. It was noted that if there is a suitable detour available for HCVs, and the trucking company allows it then trucks will be detoured. If this is not an option the trucks are stood down until the road reopens. It was noted 50Max vehicles are not permitted to detour from the approved route and must therefore stand down.

The Serious Crash Unit (SCU) based in Hamilton now attends crashes on this section of the corridor rather than the Palmerston North based SCU. This has cut response times from 4.5 hours to 1.5 hours.

#### **6. Stock truck effluent disposal – incidents, strategies and facilities**

**Waikato** – Bill McMaster provided an update on stock truck effluent (STE) disposal matters within the Waikato region. Funding has been approved for research into 10 sites in partnership with NZ Transport Agency. The outcome of this research will be a report that will lead onto detailed planning and development. At this stage Eight Mile Junction and Piopio are two areas that are being investigated. More information should be available at the next meeting. Some Australian livestock carriers have shown an interest in how New Zealand is dealing with STE, with Waikato having provided a tour of their facilities.

**Taranaki** – Fiona Ritson advised there are very few developments in terms of STE in Taranaki with the *Regional Stock Truck Effluent Disposal Strategy for Taranaki* currently on hold. Taranaki has three operating sites but Ahititi site is struggling with the volumes it

receives. Rob Napier noted that the AG2MM team are very happy to work with the New Plymouth District Council towards future-proofing the Ahititi site.

## 7. Regional Land Transport (RLTP) updates

**Waikato** – Cr. Hugh Vercoe advised that their main concern was the transport of freight and safety. The Waikato Expressway is the top priority and will be continued from south of Cambridge to the 1/29 intersection. The second priority is developing the Southern Links area in Hamilton as the population continues to increase. This will require the construction of a new bridge over the Waikato River but will not be investigated until the Waikato Expressway is complete.

Brian Hanna noted the importance of the Southern Links project to the SH3 group.

It was queried whether improvements to the Otorohanga bypass were envisaged at this stage, with Hugh advising that there is only a small amount of work planned for that area.

Mid-term review – Bill McMaster noted that the strategic front end of the RLTP is progressing well. The next six months will be very involved with a draft RLTP expected by the end of the year.

**Taranaki** – Fiona Ritson noted that implementation of the current RLTP is still going well, and Taranaki is currently processing their sixth variation to the current Plan. Reviewing the strategic front end presently, which will go before the RTC at their next meeting – not anticipating major changes, more adjustment of language/structure to better reflect the sector changes towards the BCA and ONRC. Also unlikely that there will be major projects coming forward, though hopeful of more active mode activities, along with increased focus on tourism through the Regional Economic Development Strategy (REDS) work which is currently underway with a report due out in August (Taranaki is part of the 3<sup>rd</sup> tranche of REDS). Timeline sees sign off of draft revised RLTP by the RTC in November, to allow targeted consultation by email thereafter.

## 8. Correspondence

Fiona Ritson spoke to the attachments noting that it is still a possibility that SH3 may receive coverage under the Mobile Black Spot Fund.

Constable Andrew Murphy advised that Vodafone have made improvements to their cell phone tower giving Mokau 4G coverage and providing better reception to Mahoenui.

## 9. General Business

Parekawhia McLean thanked Rob and Campbell for their presentation and confirmed that an announcement regarding Mt Messenger will be made in August. She noted the need for compromise and advised that the Minister is eagerly awaiting the necessary information from the Transport Agency to enable him to make the announcement. She advised that stakeholder invites have been sent out to meet with Transport Agency board members and the CEO, Fergus Gammie, and urged members of the SH3WP to attend.

Hugh Vercoe welcomed Parekawhia to the SH3WP and thanked her for attending.



Brian Hanna raised a query around railway crossings and who is responsible for their maintenance. A discussion was held with no definitive answer except that it lies with NZ Transport Agency or KiwiRail.

**Next meeting** – to be advised

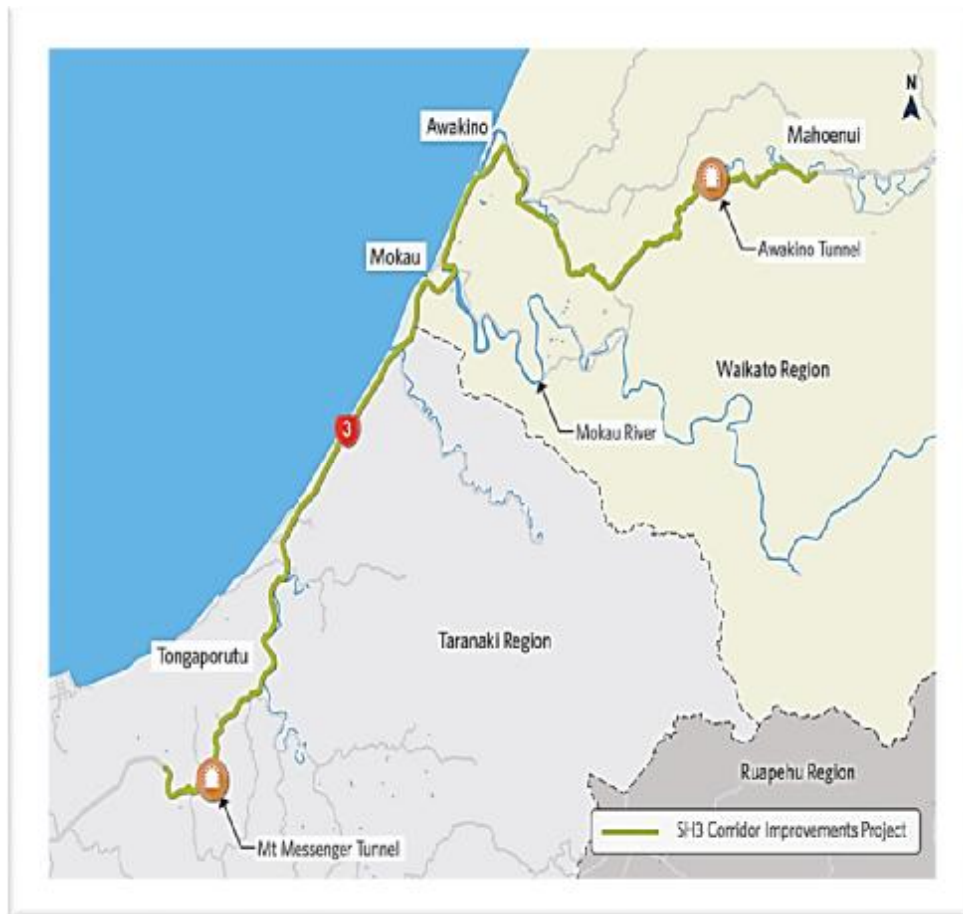
Meeting closed 2.57pm

Unconfirmed

# SH3 AWAKINO – MT MESSENGER CORRIDOR IMPROVEMENTS

SH3 Working Party Update





**Safety (40%)** – to increase the safety of the route by reducing deaths and serious injuries (DSI) from crashes by 25%

**Resilience (40%)** – to improve resilience by reducing the number and duration of unplanned road closures by 25%

**Journey Experience (20%)** – maintain or improve route efficiency between Piopio & Urenui

# Stage 1 - Simple Improvements

Treatment	Scope
Vegetation removal	24 Sites
Installation of ATP	100% centreline 40% edgeline
Signage upgrades	70 signs and 4 electronic curve warning signs
Side barrier installation	12.4km of new side barrier
Safe stopping/rest areas	7 sites
Slow vehicle bays	2 sites



# Stage 1

- Early safety and journey experience benefits
- Taranaki Region – NOC Contractor Engaged (Downer)
- Works Commenced March/April 2017
- Waikato Tender closed mid April – Work Begins May/June 17
- Estimated Total Stage 1 cost \$7.35M

# Stage 1 Northbound Slow Vehicle Bay



# Stage 2 Speed Management





## Resilience Improvements

- Full route investigation has identified potential sites for investment
- Output = prioritised shopping list of sites/treatments
- Preferred treatment is focused on highest risk washout (underslip) risks in Awakino Gorge
- Approximate Value \$4M
- Remaining high priority treatments to be considered for funding through Maintenance Annual Planning Process



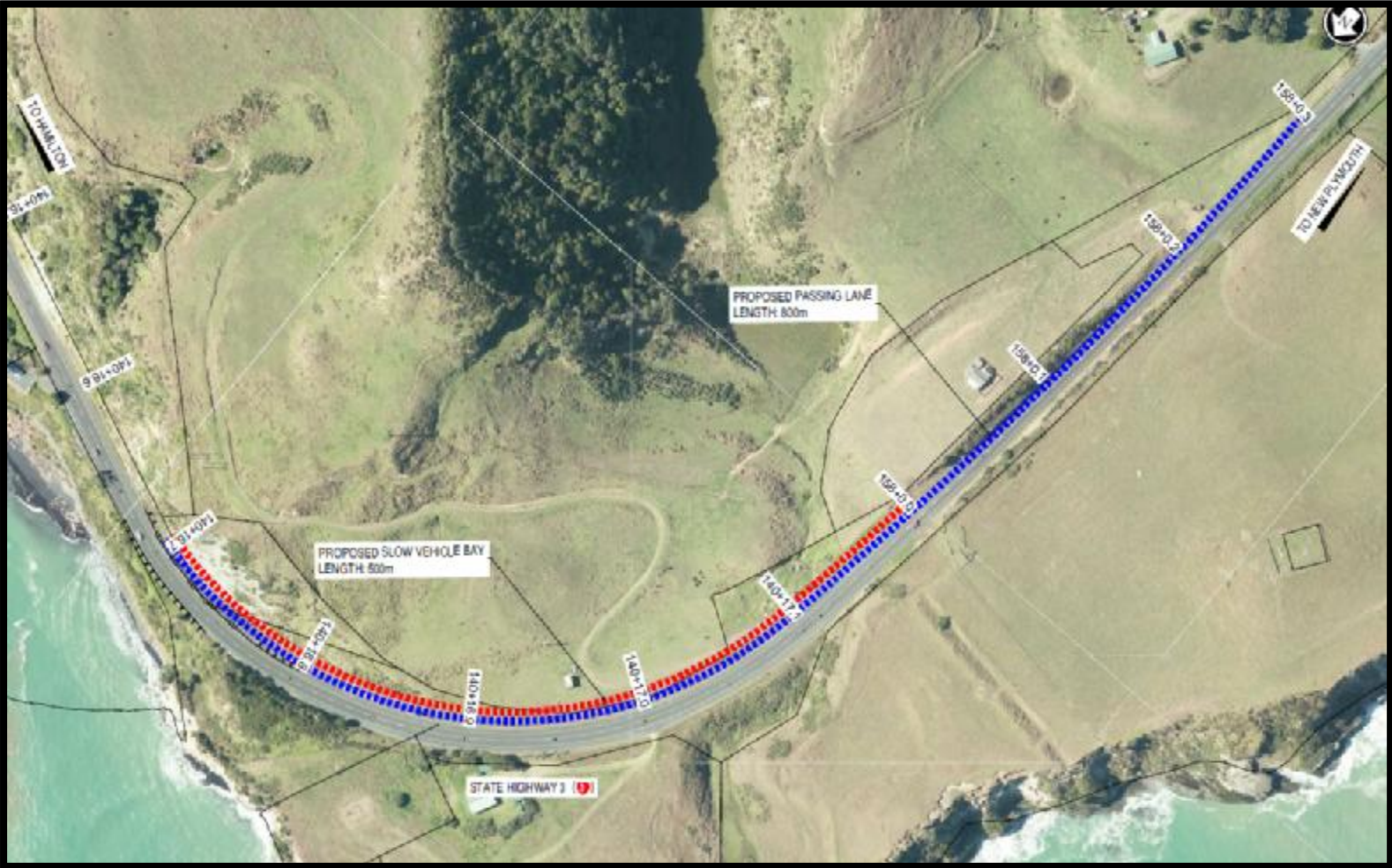
# Tongaporutu Intersection Upgrade



# Rapanui Stream (Nthbound full passing)



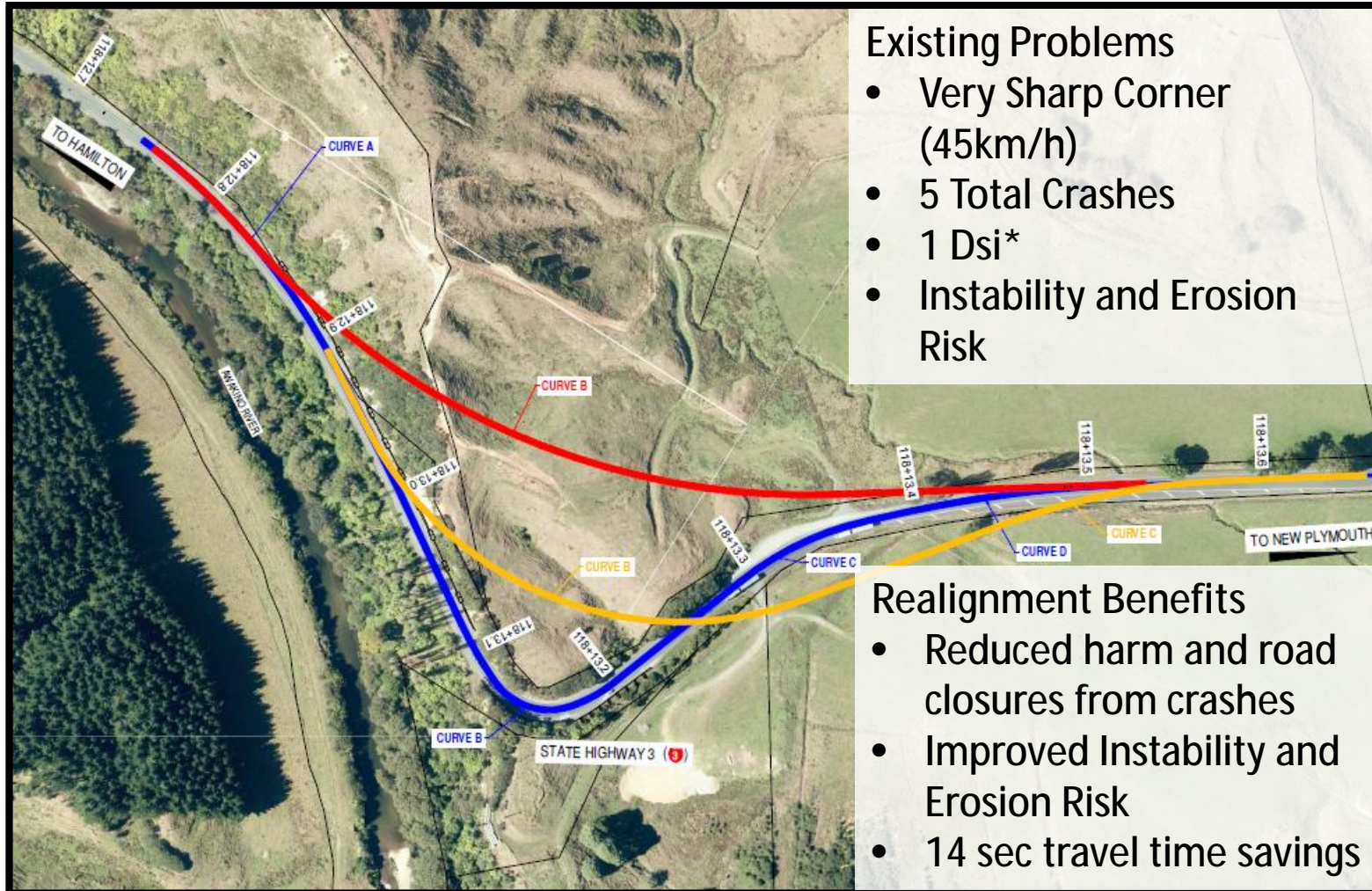
# Mokau South (southbound SVB)



# Ladies Mile (southbound full passing)



# Hammond Curve





# Hannahs Curve

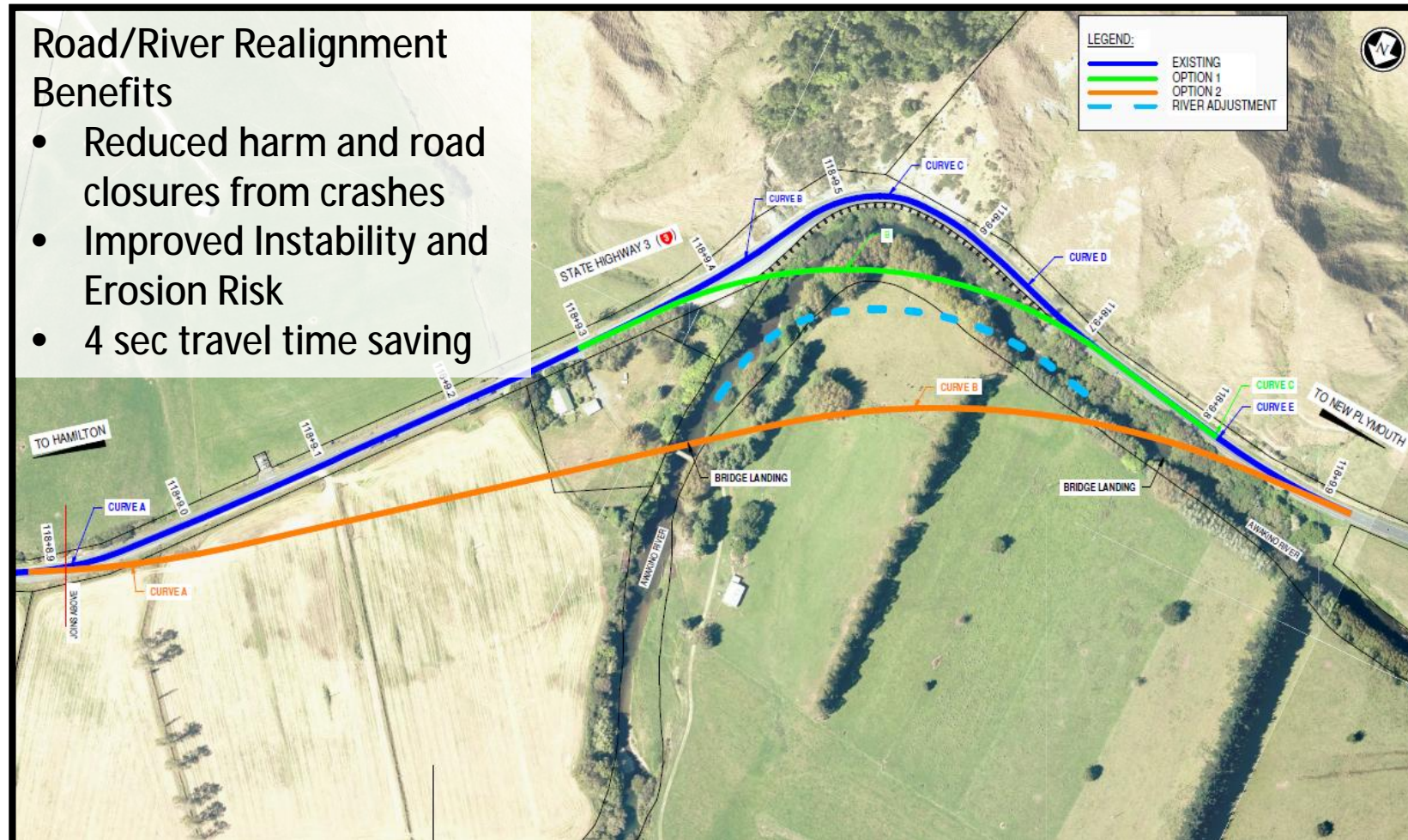


- Existing Problems
- Sharp Corner (55km/h)
  - 6 Total Crashes
  - 5 DSI
  - High Instability and Erosion Risk

# Hannahs Curve

## Road/River Realignment Benefits

- Reduced harm and road closures from crashes
- Improved Instability and Erosion Risk
- 4 sec travel time saving





# Short List

Treatment Mix	Cost of Implementation	Safety: 25% reduction DSI over 10yrs	Resilience: 25% reduction in road closures	Journey: Maintain or Improve route efficiency (<1-minute TT reduction)	Complexity	Status
		Project Objectives Baseline				
		35 DSI In last 5 years	5 days/year full closures 63 days/year partial closures	1 hr 22 min for light vehicles 1 hr :40 min for heavy vehicles		
<b>Option 7</b> Committed Treatments Stage 1 Speed Management Tongaporutu Intersection Hammond Curve Realignment Proposed Treatments Hannahs Curve River Realignment Ladies Mile Full Passing (South) Mokau Slow Vehicle Bay (South) Tongaporutu Full Passing (North) Resilience	\$29-33M	20.9 DSI 30%	26%	33 sec/veh.	✓✓	Proceed to shortlist
<b>Option 8</b> Committed Treatments Stage 1 Speed Management Tongaporutu Intersection Hammond Curve Realignment Proposed Treatments Hannah Curve River Realignment Mokau Slow Vehicle Bay (South) Tongaporutu Full Passing (North) Resilience	\$26-30M	20.9 DSI 30%	26%	25 sec/veh.	✓✓	Proceed to Shortlist
<b>Option 9B - as per Option 9 with addition of over-slip mitigation at Hannahs Curve</b> Committed Treatments Stage 1 Speed Management Tongaporutu Intersection Hammond Curve Realignment Proposed Treatments Hannahs Low Cost Option (Resilience) Ladies Mile Full Passing (South) Mokau Slow Vehicle Bay (South) Tongaporutu Full Passing (North) Resilience	\$23-27M	15.5 DSI 22%	23%	29 sec/veh	✓	Proceed to Shortlist



## Next Steps

- Finalise cost estimates, economics and peer reviews
- Finalise Detailed Business Case May/June 2017
- NZTA Approval Process June/July 2017
- Commencement of Stage 2 detailed design and consenting from July 2017

## Agenda Memorandum

**Date** 14 June 2017



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

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

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

**Document:** 1854963

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### Purpose

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

### Executive Summary

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

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

### Recommendations

That the Taranaki Regional Council:

1. receives the memorandum, Request to vary the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*
2. agrees to the requested variation to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*, made by the South Taranaki District Council, to add the project 'Upgrade of rail level crossing at Nukumaru Station Road'
3. adopts this variation to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* and forwards it on to the New Zealand Transport Agency.

### Background

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

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

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

### **Upgrade of rail level crossing at Nukumarū Station Road**

The South Taranaki District Council (STDC) is seeking inclusion of a new project in the current RLTP – upgrade of rail level crossing at Nukumarū Station Road.

The project is needed in due to the associated increase in traffic volume over the existing rail level crossing from the forthcoming extension to Nukumarū Station Road (the need for which arose due to storm damage to the Limeworks Bridge in June 2015).

The South Taranaki District Council has therefore submitted the attached request to vary the Plan to include the 'Upgrade of rail level crossing at Nukumarū Station Road'.

### **Significance of variation request in relation to need for public consultation**

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

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

- This change does not affect the integrity or affordability of the RLTP; and
- This activity is likely to have the majority support of the Taranaki community.

### **Support of the Regional Transport Advisory Group**

The Regional Transport Advisory Group (RTAG) for Taranaki considered the variation request at its meeting of 12 April 2017. The RTAG supported this request being brought to the Committee for consideration.

### **Decision-making considerations**

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

### **Financial considerations—LTP/Annual Plan**

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

### **Policy considerations**

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

### **Legal considerations**

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

### **Appendices/Attachments**

- Document 1842525: STDC request to vary the RLTP2015 to include rail level crossing improvements at Nukumaruru Station Road
- Document 1603279: Section 7.4 Significance Policy of RLTPlan 2015-21

<b>Request to vary the Regional Land Transport Plan for Taranaki 2015-2021</b>	
<b>Purpose:</b>	To enable the Regional Transport Committee of the Taranaki Regional Council to consider a request for a variation to the <i>Regional Land Transport Plan for Taranaki 2015-21</i> (RLTP).
<b>Requesting organisation:</b>	South Taranaki District Council
<b>Contact person/s:</b>	Vincent Lim
<b>Variation request:</b>	Add new project - Upgrade of rail level crossing at Nukumaruru Station Road.
<p><b>Background to variation request</b></p> <p>Due to the proposed Nukumaruru Station Road with the associated increased in traffic volume across the existing rail level crossing, Kiwirail has requested for a Level Crossing Safety Impact Assessment (LCSIA) to be carried out. The Safety Review Team (SRT) has identified improvements to the rail level crossing to reduce the risk score to an acceptable level. The recommended improvements or upgrade are listed as follows:</p> <ol style="list-style-type: none"> <li>1. Installation of flashing lights and bells on all approaches to the level crossing.</li> <li>2. Reshaping the cut face to improve visibility of any approaching train (we expect this is unlikely to occur as may need private land to achieve).</li> <li>3. Lifting up the road approach to the level crossing to improve visibility of the approaching trains and remove the hump at the level crossing, which could lead to grounding out.</li> <li>4. Rail X pavement marking on all approaches to the crossing.</li> <li>5. Level Crossing Ahead Steam Train (WX1L) sign on both approaches to the level crossing.</li> <li>6. Consideration should be given to installing a level crossing ahead advance warning (WX3) sign.</li> <li>7. Install cross buck sign on both approaches.</li> </ol>	
<p><b>Details of variation request</b></p> <p>Details of work are as above. Work is required to comply with Kiwirail's safety standard due to the construction of Nukumaruru Station Road with the associated increase in traffic volume over the existing rail level crossing.</p>	
<b>Location:</b>	Rail level crossing at Nukumaruru Station Road, 3kms from SH3.
<b>Scope and duration:</b>	Scope: The existing rail level crossing upgraded to Kiwirail requirements which consists of the upgrade listed above. Duration: 12 weeks.
<b>Estimated cost/s:</b>	\$150,000
<b>Funding source/s:</b>	N funds (100% subsidised)
<b>Links to RLTP Policies:</b>	This activity will contribute most significantly to improving safety (Policies S1,S2,S3,S4) <i>Refer to Table 5 on page 48 of the Plan</i>
<b>Impacts on RLTP:</b>	This proposal does not negatively affect any other projects in the RLTP, nor affect the overall integrity or affordability of the Plan.

	Rather it will contribute to the overall route safety for the new extension of Nukumaruru Station Road that is to be constructed at the same time.	
<p><b>Relationship to the RLTP's Significance policy on variations:</b>  <i>Refer to Section 7.4 on page 59 of Plan</i></p>	The proposed change of adding this rail level crossing upgrade project to the RLTP does require a variation process to be undertaken. The variation does not trigger the significance policy in terms of requiring that a new public consultation process is undertaken however. The works are necessary to meet Kiwirail's safety standard due to the proposed extension of Nukumaruru Station Road.	
<p><b>Process for consideration and approval of variation requests</b></p> <p>The current RLTP for Taranaki was approved in April 2015 and any significant new capital works that need to be included require a variation to the programme of activities component of the RLTP. A project must be included within the RLTP before it can be approved for funding from the National Land Transport Fund which the NZ Transport Agency (NZTA) distributes through the National Land Transport Programme.</p> <p>In accordance with the RLTP Variation Policy, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement, then to the Taranaki Regional Council (TRC) for final approval. The NZTA is then notified of the varied Plan, per section 18D of the <i>Land Transport Management Act 2003</i>.</p>		
<p><b>Timeframes for consideration of variation request</b></p> <p>The following outlines the expected timeframes for processing this variation request. The organisation requesting the variation is responsible for outlining the proposal to the RTAG and RTC.</p>		
Consideration by RTAG	Wednesday 12 April 2017	<p><i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i></p>
Consideration by RTC	Wednesday 14 June 2017	
Consideration by TRC	Tuesday 27 June 2017	
Forward to NZTA	Wednesday 28 June 2017	
<p><b>Supporting attachments</b></p> <p>Doc 1842580 – Level Crossing Safety Impact Assessment (LCSIA) report on Nukumaruru Station Road Extension</p>		

## 7.4 Significance policy in relation to Plan variations

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

### General determination of significance in relation to Plan variations

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

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

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

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

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

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

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

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

### Consultation procedure to follow

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

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



## Agenda Memorandum

**Date** 14 June 2017



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

**Subject: 'Make Way for Taranaki' regional  
economic development strategy**

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

B G Chamberlain, Chief Executive

**Document:** 1877228

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### Purpose

The purpose of this item is to provide an opportunity for the Committee to be updated on the 'Make Way for Taranaki: Tapuae Roa' Regional Economic Development Strategy project, and to provide feedback on addressing transport challenges as part of this project.

### Recommendations

That the Taranaki Regional Council:

1. receives and notes for information purposes the attached paper and associated presentation on addressing transport challenges in the 'Make Way for Taranaki: Tapuae Roa' Regional Economic Development Strategy and Action Plan
2. provides feedback about the transport projects which may be referenced in the Taranaki Regional Economic Development Strategy and Action Plan.

### Background

Attached to this memorandum is a paper, *Addressing transport challenges in the 'Make Way for Taranaki' Strategy and Action Plan* dated 6 June 2017.

Liam Hodgetts, Project Contract Manager, will present to the Committee.

Also attached to this memorandum, for ease of reference, is Section 5.8 'Activities included for future consideration' of the current *Regional Land Transport Plan for Taranaki 2015/15–2020/21*, and related sections.

### Decision-making considerations

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

### **Financial considerations—LTP/Annual Plan**

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

### **Policy considerations**

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

### **Legal considerations**

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

### **Appendices/Attachments**

Document 1877597: Make Way for Taranaki paper to RTC June 2017

Document 1877671: RLTP 2015 Section 5.6 to 5.8 – Activities for future consideration



## ADDRESSING TRANSPORT CHALLENGES IN THE 'MAKE WAY FOR TARANAKI' STRATEGY AND ACTION PLAN

**To:** Chairperson and Members, Taranaki Regional Transport Committee  
**From:** Liam Hodgetts, Project Contract Manager

**Subject:** Transport matters to include in the Taranaki Regional Economic Development Strategy and Action Plan

*Version date:* 6 June 2017

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### Purpose

- To provide background information about the 'Make Way for Taranaki: Tapuae Roa' Regional Economic Development Strategy.
- To seek your guidance about the transport matters to be addressed in that Strategy.

### Background

The focus of the 'Make Way for Taranaki' regional economic development programme is the identification of opportunities and related actions with the greatest potential to provide resilience and sustainability to the Taranaki economy while growing incomes and jobs.

A strategy thinking paper was considered by the Project's Lead Team on 23 May 2016. It centres on the vision 'Taranaki – where talent becomes enterprise'. This is founded on the premise that the human comparative advantage will make the difference to the region.

Six Action Plan areas have been identified (see appendix one). Action Planning Teams are in the process of being formed. Their purpose is to consider and prioritise the interventions most likely to contribute to regional growth.

Parallel 'assessment' work is underway on the interventions to support the 'enablers' of growth'. Connectivity, with a focus on transport, is one of the two most important enablers to be assessed.

### Considerations

Government's regional economic development is supported by a group of eight RED (Regional Economic Development) Ministers. The progress of current regional economic development programmes is reported to them monthly. Precedent suggests the presentation of well-supported recommendations for regional development within Strategies and Action Plans assists decision-making about government funding.

The opportunity exists for the Taranaki Regional Transport Committee to review its Regional Land Transport Plan – particularly the 'activities for future consideration' part of that Plan, to consider what may be emphasised or raised higher in the priority list because of its potential contribution

toward regional economic growth. Moreover, there may be other transport initiatives not currently included on this list, which may contribute to regional economic development. Our starter thoughts include:

- **Sealing of the last 12km stretch and the general upgrade of SH43:** As a three-hour scenic heritage connection between Taranaki and the Central North Island, SH43 highway is increasingly popular as a tourist route. The highway is also of strategic importance to the dairy and hill-country sheep and beef farms between Stratford and Taumarunui. In addition, it is the secondary life-line in the event of State Highway 3 North being closed.
- **Blue Water Highway:** A comprehensive report was put forward in 2011 suggesting connection of SH3 (north and south) to a coastal shipping service between the Port of Taranaki and Nelson. The Kaikoura earthquake further exposed the vulnerability of the current Cook Straight route. The proposed Mt Messenger / Awakino Gorge upgrades may add to the case for a refresh of the business case for the Blue Water Highway proposal.
- **Tourism:** The visitor-sector has been selected for detailed assessment in the growth strategy. It is expected that additional pressure will be placed on roads to Pukeiti, North Egmont and the Mangorei Track. There may be a case for inclusion or the early release of additional funding to support the upgrade of the roads leading to these visitor-sector experiences.
- **Heavy haul route to Kapuni:** There may also be something required around upgrading the rural roads connecting SH3 to the proposed upgraded ammonia urea plant, as a part public-sector contribution toward getting this project across the line.
- **Other?**

## Recommendation

That the Taranaki Regional Transport Committee receives the information about the 'Make way for Taranaki: Tapuae Roa' project and provides advice about the transport projects which may be referenced in the Taranaki Regional Economic Development Strategy and Action Plan.

**Appendix one: Action Planning Teams**

	<b>Action plan</b>	<b>Commentary</b>
<b>1</b>	Tourism	Tourism which takes advantage of the enormous natural assets of the environment and cultural experiences such as positive attitudes to tourists. It will turn the Destination Strategy into a concrete set of actions.
<b>2</b>	Energy futures	Looking across the energy sector to identify preferred options and to best secure Taranaki's competitive comparative advantage – including that offered by its engineering, transport and servicing sectors
<b>3</b>	Talent, skills and innovation	The key intervention may be development of a new model for the delivery of tertiary education in the region. It would cover anything which supports application of an 'innovative' spirit - including making good use of the unique skills of the Taranaki engineering sector. It would also include the 'innovation hub' idea – with a focus on IT, angel investment etc. and creating a supportive environment for new enterprise
<b>4</b>	Future foods	This may have three dimensions. The first may simply be about increasing food production volume. The second is about positioning the region to add more value to its food supply chain. The third is about positioning the region to lead development of 'future foods.' Agri-chemical research and innovation (noting the leadership role played in Taranaki in this domain) would also be woven into the thinking of this Action Plan Team
<b>5</b>	Vibrancy, liveability, infrastructure	This encompasses all-community considerations – people, built and living environments both urban and rural – and the attractiveness of the area – as a means to recruit and retain Taranaki residents. It would also include consideration of the role of the arts and cultural domain in contributing to the vibrancy and attractiveness of Taranaki
<b>6</b>	Māori economy	The process for this Action Plan is being developed with the help of iwi Lead Team members

## 5.6 Accelerated Regional Rooding Package

On 29 June 2014 Prime Minister John Key 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 past term). These are additional funds, entirely separate from the NLTFund, with the projects to be funded already selected by the Government.

This \$212 million **Accelerated Regional Rooding Package** includes two projects for Taranaki, which the Committee have long advocated the need for action on:

- The **SH3 Normanby Overbridge Realignment** project is one of five projects given the highest priority under this package, with work to begin in 2015. The current overbridge and adjacent alignment has had many fatal and serious injury crashes. This project will see a realignment of the current road, and changing the current overbridge to a new under rail pass. The government is providing funding for this project because it is a high regional priority.
- The **SH3 Mount Messenger to Awakino Gorge Corridor** has been identified as one of six projects for investigation in 2015, with improvement works to follow subject to the usual approvals. This section of State highway 3, which is the main route between New Plymouth and Hamilton, is through rough terrain, and as a result is windy and narrow. This work will focus largely on improving freight efficiency, as well as safety. There may also be work to increase the number of passing opportunities. The specific projects and work to be undertaken will depend on further investigation. This is a cross-boundary Taranaki and Waikato project that will be led by the Hamilton office of the Transport Agency.

The programming of these two projects is given in Table 3 of Section 5.3.

This Accelerated Regional Rooding Package is in addition to, and quite separate from, the new **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 expires in March 2015, and is designed to ensure that some funding is available for worthwhile investment in provincial areas.

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

## 5.7 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 Normanby Overbridge Realignment project
- SH3 Mount Messenger to Awakino Gorge Corridor project
- Let's Go Walking and Cycling activities - as a Model Community these works are actually of national significance
- Completion of HPMV improvement works
- SH43 Seal Extension\*
- SH3 Tangahoe Bridge replacement/realignment\*

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 5.8 (Activities included for future consideration)*

### 5.8 Activities included for future consideration

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

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

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

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

**Table 6: Activities for future consideration**

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

## Agenda Memorandum

**Date** 14 June 2017



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

**Subject: NZ Transport Agency Regional Report**

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

B G Chamberlain, Chief Executive

**Document:** 1871092

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### **Purpose**

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

### **Recommendations**

That the Taranaki Regional Council:

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

### **Background**

Attached to this memorandum is the Quarterly Report from the NZ Transport Agency to the Taranaki Regional Transport Committee dated 14 June 2017.

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

### **Long Term Strategic View**

As part of this item, the NZ Transport Agency will undertake a 30-minute workshop with the Committee on the Agency's *Long Term Strategic View* (LTSV or the View) document.

The following introduction is copied from the Agency's website –

The *Long Term Strategic View* is currently being shared in draft form with Approved Organisations for their feedback and discussion. It has been created based on earlier discussions and feedback from the transport sector as well as data and information that



helps identify issues, opportunities and potential solutions in each part of our transport system.

The View aims to capture the pressure points and key economic, environmental, and population factors that will shape the transport system we need for the future.

The first draft is intended as a conversation starter and we are inviting stakeholders to help refine it further – the intention is that it becomes a truly shared view of the transport system.

We expect to release Version 2 of the View in the second half of 2017, incorporating the feedback we receive from our stakeholders and partners between now and 1 July 2017. It is envisaged the View will become a living document that is periodically updated to ensure it remains current with the national and regional contexts it reflects.

While the full LTSV can be accessed through the Council's Pydio (file sharing) link at <https://extranet.trc.govt.nz/pydio/data/public/32623b>, key sections relating to Taranaki are attached to this memorandum for the Committee's ease of reference.

### **Decision-making considerations**

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

### **Financial considerations—LTP/Annual Plan**

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

### **Policy considerations**

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

### **Legal considerations**

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

### **Appendices/Attachments**

Document 1877129: NZTA Regional Report to RTC – June 2017

Document 1877167: Long Term Strategic View – National and Taranaki sections

*The latter contains:* LTSV – Front End

LTSV – Strategic Context Upper North Island

LTSV – Inter Regional Journey Lower North Island Combined Journey

LTSV – Growth Centre New Plymouth

LTSV – Strategic Context Lower North Island

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## Transport Agency Quarterly Report to Taranaki Regional Transport Committee

14 June 2017

CONTENTS	PAGE
1. National Land Transport Programme	2
2. State Highway Investment Proposal	2
3. Speed Management	3
4. Electric Vehicle Programme	3
5. Regional Economic Development	3
6. Regional Stakeholder Meeting	4
7. Taranaki Update	4

## 1. NATIONAL LAND TRANSPORT PROGRAMME

Preparation for the 2018–21 National Land Transport Programme (NLTP) is already underway. Following the 2015–18 NLTP, there were several key areas for improvement that were identified by our stakeholders across the sector. One of the requests was for a clearer outline of the wider strategic picture.

In response to that feedback we have started conversations with the sector to develop a shared Long Term Strategic View (LTSV) – so we all have a common view of where we are heading.

The Transport Agency has released a draft LTSV to Mayors, Regional Transport Committee Chairs, CEOs and officers for their feedback. This document is the first step in developing a shared view of the land transport system that will guide the development of the 2018–2021 NLTP.

It has been created based on earlier discussions and feedback as well as incorporating current data and information to identify the key issues, opportunities, and potential solutions for a safe, connected and easy transport system. It is intended as a conversation starter as we work with our stakeholders and partners – inviting your input and feedback to further refine the View together.

We would like your thoughts, comments and feedback by the end of June 2017, so the next iteration of the LTSV can be developed.

## 2. STATE HIGHWAY INVESTMENT PROPOSAL

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

### 3. SPEED MANAGEMENT

Consultation on the Land Transport Rule: Setting of Speed Limits 2017 is now underway and closes at 5pm on Friday 16 June 2017. The draft rule will replace the current methodology developed in the 1960s with a new evidence-based approach to calculating speed limits on New Zealand roads. This approach, outlined in the new [Speed Management Guide](#), encourages Road Controlling Authorities to target areas with the best opportunities to improve safety and efficiency.

The draft rule also enables the setting of 110 km/hr speed limits on selected state highway routes, gives local authorities new powers to quickly set new speed limits following an emergency such as floods or earthquakes and introduces more flexible requirements around the placement of repeat speed limit signs.

For more information see <http://www.nzta.govt.nz/about-us/consultations/setting-of-speed-limits-rule/>

### 4. ELECTRIC VEHICLE PROGRAMME

The Government's cross-agency Electric Vehicle (EV) Programme is well underway, making good progress towards increasing the number of electric vehicles in New Zealand and reducing barriers to uptake. This work has included:

- A trial of special EV lanes in Auckland
- The Transport Agency's vision for nationwide public charging infrastructure
- The newly gazetted road marking for EV charging facilities.

### 5. REGIONAL ECONOMIC DEVELOPMENT

The Transport Agency recognises the importance of transport as an enabler for economic development in the region. We are keen to support the Taranaki Action Plan and are working with the Ministry for Business Innovation and Employment to understand how we might support implementation of the Plan.

## 6. REGIONAL STAKEHOLDER MEETINGS

Over the last few weeks, the Transport Agency has been holding stakeholder meetings around the country. The Taranaki stakeholder meeting was held on 1 June 2017. During this meeting Fergus shared the Transport Agency's view of the future of transport and how the Transport Agency is transforming so we're ready to respond to the future and make the most of future opportunities for New Zealand.

## 7. TARANAKI UPDATE

### Normanby Bridge Realignment

The Normanby Bridge Realignment was officially opened on 24 February 2017. A new memorial site is underway to address the historical significance of this site. Development of the site includes an image of Kumeu (steel archway), two steel gateway structures (pou), a historical information board and memorial site rock carvings. It is due for completion by the end of June 2017.

### Vickers to City

The Transport Agency's maintenance contractor, Downers, have undertaken road renewal works on State Highway 3 between Smart Road and the eastern end of the Vickers to City project works. During the next 2018/19 summer construction period, the road surface between Smart Road and Vickers Road will also be replaced. These two projects have been scheduled over separate years to minimise the combined impact on road users.

### Bell Block to Waitara

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

## New Plymouth to Hawera

Following an assessment of the strategic case, the programme is now proceeding as a detailed business case through Safe Roads, targeting safety outcomes. Safe Roads will also be taking a wider look at the corridor to understand the requirements to improve efficiency and resilience. The Transport Agency will request a variation to the Regional Land Transport Plan to provide for this phase.

## Awakino Gorge to Mount Messenger

On 17 May 2017, Transport Minister Simon Bridges officially launched the Awakino Gorge to Mount Messenger Programme in Mokau.

The \$135 million programme, part of the Government's Accelerated Regional Roading Programme, is aimed at improving safety, resilience and efficiency along State Highway 3.

The programme launch marked the start of a series of safety and resilience improvements along State Highway 3, being delivered by Safe Roads.

Crown funding has been allocated for the two major projects:

- A bypass of the Awakino Tunnel, with construction due to start in 2018/19.
- A bypass of Mount Messenger, with construction due to start in 2018/19.

## Area Wide Pavement Treatment and Resurfacing Programme

The 2016/17 Area Wide Pavement Treatment and Resurfacing Programme is continuing. This programme will involve a total of 0.7km of road reconstruction and 22km of road resurfacing.

## Minor Improvements Programme 2016/2017

The \$1,575,790 Minor Improvements Programme is on track to be completed by the end of the financial year. Over the course of the year we have been successful in acquiring additional funding to undertake more work.

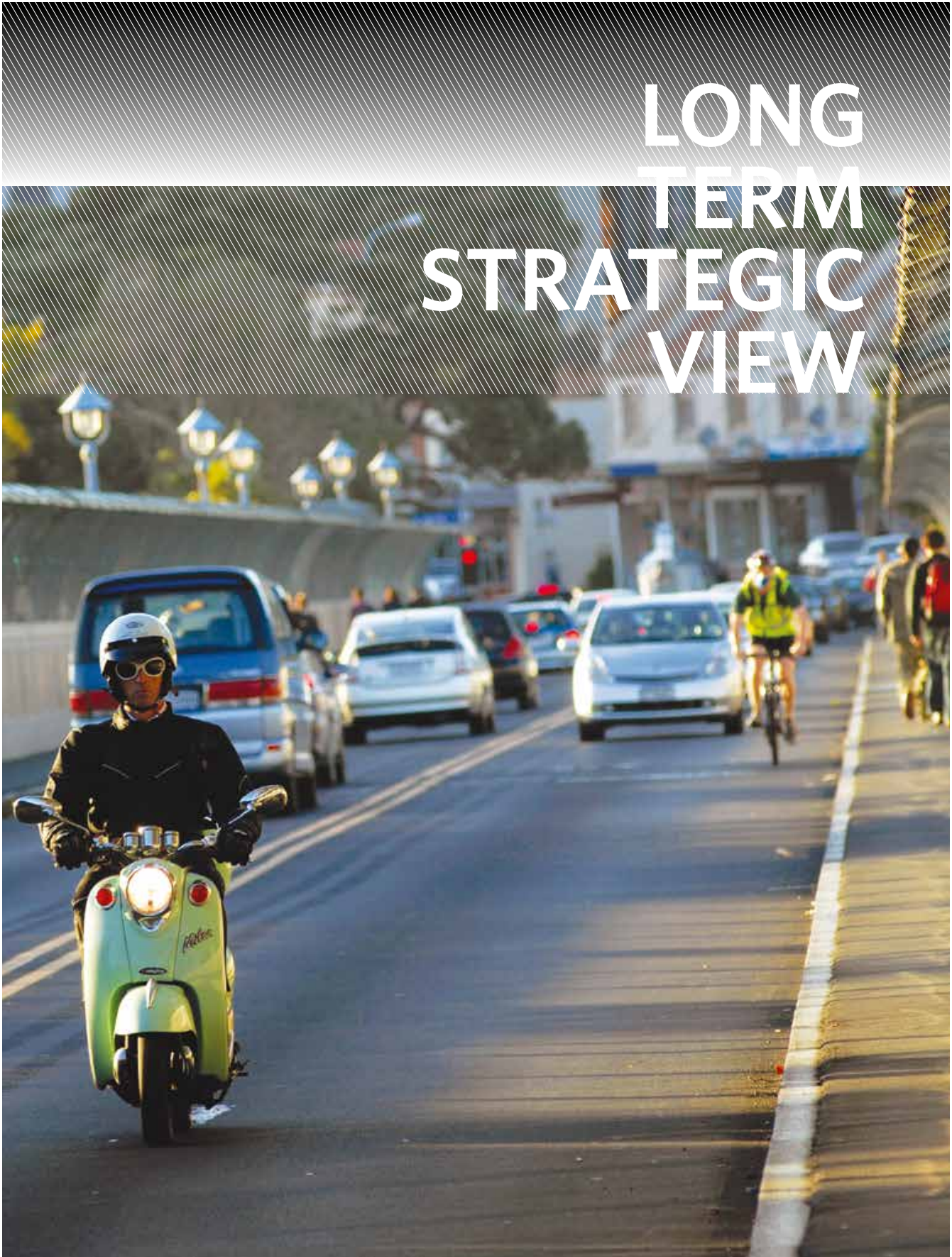
The next 2017/18 programme has been finalised and is approximately \$2,604,000, covering minor safety and minor efficiency improvements including rail crossings, walking and cycling and intersection upgrades.

### Reinstatement works following June 2015 Severe Weather Event

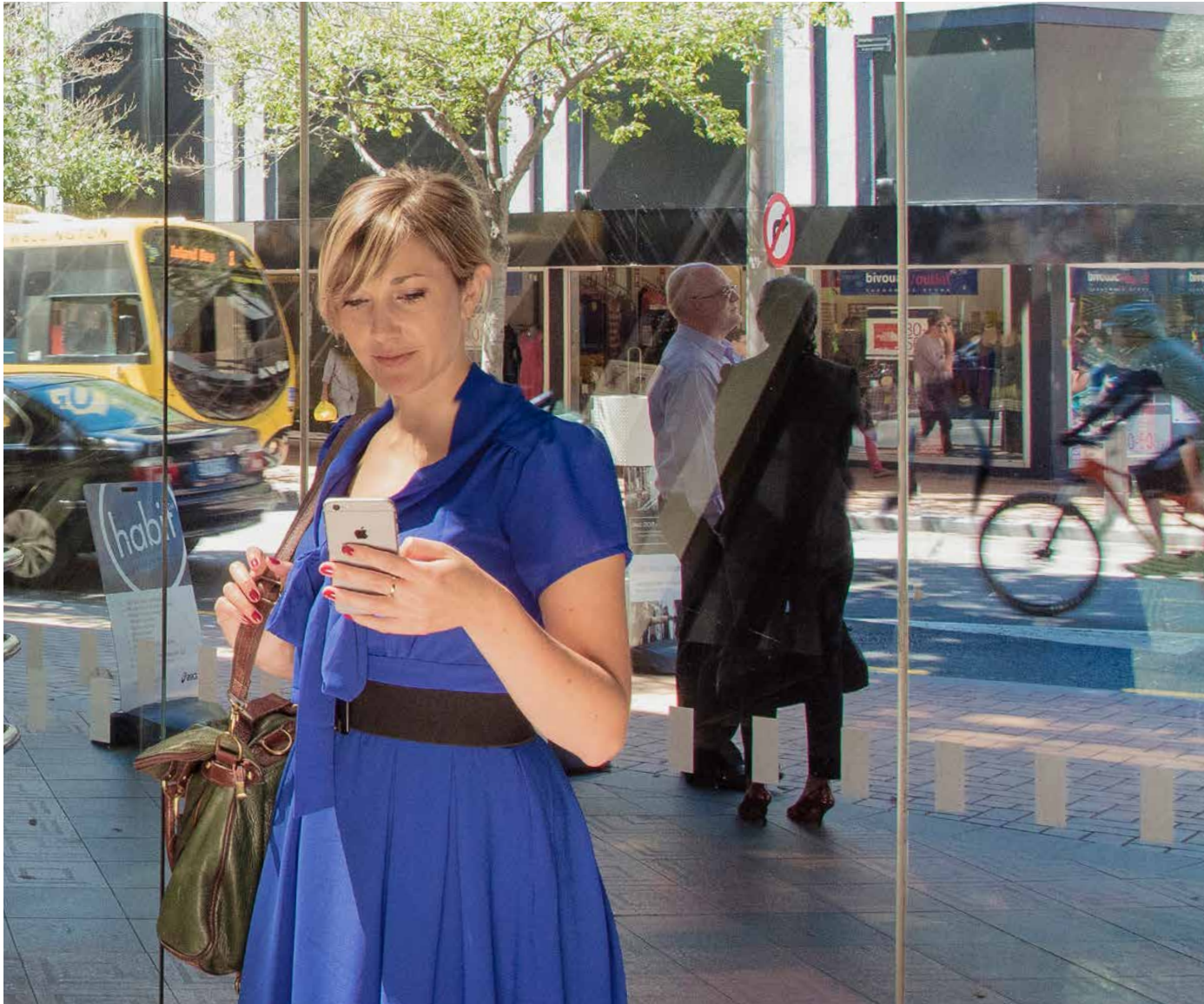
The Transport Agency is working through the final stage of the approvals process for the remaining emergency works sites in Taranaki.

The repair at State Highway 3 Manawapou Hill site was finished in mid-February. Work on the other State Highway 43 sites will be completed by the end of June 2017.

# LONG TERM STRATEGIC VIEW







## CONTENTS

Foreword	2
Introduction	3
Role of the transport system	4
The importance of transport to New Zealanders	6
Drivers of change/the emerging challenges we need to respond to	10
Agency strategic approach	20
Areas of strategic focus	26

### Table of Figures

Figure 01 Forecast Population Change	13
Figure 02 Key Economic Flows	15
Figure 03 The Impact of Sea Level Rise on Key Population Centres	19
Figure 04 Key Locations of Focus	27

## FOREWORD

An effective transport system is critical to the wellbeing of New Zealanders, connecting people with the destinations where they live, work and play. The New Zealand Transport Agency's role is to contribute to an effective, efficient and safe land transport system in the public interest. This means a land transport system that responds to current and future demand for access to social and economic opportunities; a system that is resilient to shocks, provides transport choices and is increasingly free of death and serious injury; a system that considers the environment and delivers value for money. The world in which the Transport Agency performs its role is changing, presenting us with new and significant challenges and opportunities.

We expect continuing population growth in key urban areas, particularly Auckland and the Upper North Island. This will place pressure on the transport system and increase the importance and desirability of alternatives, such as public transport, walking and cycling and new mobility services.

We are living in the midst of a technology and information explosion, which is rapidly building momentum and changing what our customers want and need. Customers and business are more connected than ever – they want faster, easier, real-time and more personalised transport services. Electric vehicles are here, autonomous vehicles are being trialled and personal mobility services are on the rise. The paradigms that shape how customers can access transport services are shifting.

At the same time, the Government expects us to steward a safe and efficient land transport system that delivers value for money, uses resources wisely and supports New Zealanders living well.

These challenges and opportunities mean that we are at a pivot point. To deliver our value statement of 'Great journeys to keep New Zealand moving', the Transport Agency, working with partners, will need to take a wider view of the transport system as a whole and the different interventions available to shape it. We see transport as a complex, dynamic system that is far wider than the physical infrastructure and modes traditionally associated with transport. Within this system, we and our partners have a wide range of existing and new tools that can influence and shape how the transport system works. It is more important than ever that we work together.

Our approach to planning and investing in the land transport system will need to shift from being fragmented and infrastructure based to one where key transport and delivery partners have an aligned view on the pressures facing the transport system, the state the system needs to be in to address those pressures and what the best set of responses are to deliver for customers and for citizens.

This Long Term Strategic View (the View) sets out the Transport Agency's perspective on the future demands and pressures that are likely to shape the issues and opportunities facing the land transport system. It identifies the material impacts they will create, and sets out how we believe we will need to respond to those impacts over the near and longer term.

In developing the View, we have focused on those parts of the country that reflect current Government priorities of facilitating economic growth and productivity, enabling urban development and supporting regional economic development.

The View will enable the Transport Agency to work more effectively with our partners to shape the future of the transport system and the contribution it makes to wider social and economic outcomes across New Zealand.

It is our aim that by 2022, New Zealand will have a shared view, with our partners, of the land transport system, the issues and opportunities it faces, and the interventions required to enable New Zealand's aspirations. This document is the first step towards that.

There are few people whose lives are not touched in some way by the land transport system. Whether we are investing in or working with others to deliver transport solutions, we will continue to ensure that our focus remains on meeting the needs of our customers, the people of New Zealand.

**Fergus Gammie,**  
Chief Executive, New Zealand Transport Agency

## INTRODUCTION

**The New Zealand Transport Agency's purpose is to contribute to an effective, efficient and safe land transport system. Put simply, we focus on building a better transport system for New Zealanders. This is because transport has a major part to play in the country's economic growth and productivity, the smooth functioning of our communities, and the quality of life of our citizens.**

The future of New Zealand's transport system will be influenced by an interconnected set of shifts in our demographics, economics, technology, and social trends. Some of these changes have already begun to take shape, while others are yet to emerge.

To be successful over the long term, we need to form a view on these future influences on the transport system and the challenges and opportunities they will create. We then need to respond appropriately to optimise transport's contribution to New Zealand's success.

This Long Term Strategic View will set out how we will respond to ensure that we continue to deliver a transport system that supports greater prosperity, security and opportunities for New Zealanders.

It is the Transport Agency's intent that this document is the first step towards a shared sector view of the land transport system, the priority issues and opportunities it faces and the interventions needed to enhance it. We will engage widely with our transport sector partners to test and improve it over time.

*Data on the different pressures impacting on the transport system and the issues and opportunities they create was sourced from a wide variety of providers including Statistics New Zealand, the Ministry of Business, Innovation and Employment, the Parliamentary Commission for the Environment, the Ministry of Transport, local authorities and the Transport Agency.*

## ROLE OF THE TRANSPORT SYSTEM

The New Zealand Transport Agency takes a wide view of the transport system. It is a complex, dynamic system of people, businesses, infrastructure, vehicles of all types, data and processes – and they are all increasingly connected. The transport system also includes statutory, regulatory and policy tools that can limit or unlock the potential of the system for customers. When taking a whole-of-system-view, we're thinking about all these things.

While the transport system is broad and complex, so is its role. New Zealand's transport system is a key enabler of journeys. It connects people doing business, provides access to our communities and ensures that we get our goods to international markets, thus helping New Zealand to thrive.

The transport system is a key enabler of economic growth and social cohesion and is vital to create a competitive, high productivity, high wage and sustainable economy. Investing in the transport system returns significant benefits to New Zealanders.

From connecting our children and young people with schools, sport and recreational events, to transporting products from our primary industries to our export connections, the transport system meets a vast variety of needs for an equally diverse variety of customers.

Transport networks and modes are a critical component of the wider transport system. We need multiple modes of transport to meet the different needs of our customers and to provide them with choices in movement of people, goods or services.

Each mode has a role to play in the transport system.

The road transport network is critical to connecting communities, enabling the movement of goods and facilitating journeys to work, school and recreation. It also allows tourists to get around the country easily and safely.

An efficient and effective public transport network is a key element of an integrated transport system. In the major urban centres, public transport plays a critical role in moving people, particularly large numbers of people during peak periods. It enhances network efficiency as it reduces the numbers of vehicles on congested urban corridors.

Walking and cycling for shorter journeys also helps to enhance the effectiveness of the transport system by increasing the capacity of the transport network and by providing transport choice.

Rail and coastal shipping are particularly well suited to the movement of freight over long distances both to and from major ports and between production centres and ports. Approximately 30 percent of New Zealand's exports travel to port by rail.

For New Zealand to prosper, strong links between road, rail, shipping and aviation are vital. Each mode has its role to play in the transport system and our customers expect all parts of the transport sector to work together to support a top performing economy and to ensure their quality of life. Maintaining and improving the transport system is therefore vital to New Zealand's social and economic future.



# THE IMPORTANCE OF TRANSPORT TO NEW ZEALANDERS

The Government's work on regional economic potential has highlighted a number of key contributions that transport can make to New Zealand's economic and social wellbeing.

## A safer system

Despite significant progress over the last 30 years, New Zealand still lags behind many other countries in road safety. The risk of death or serious injury is twice that of similar OECD countries. The level of death and injury suffered by young people on our roads is especially high. Many lives are lost and ruined in what are mostly preventable crashes.

Road crashes have an economic impact – the annual social cost of crashes is estimated to be \$3.8 billion. But the figures do not show the human impact of these crashes on families, the wider community and the health system.

The Government's road safety strategy (2010-2020), *Safer Journeys*, has a vision of 'a safe road system increasingly free of death and serious injury', with a range of interventions founded on the Safe System approach. This approach focuses on safe roads and roadsides, safe speeds, safe vehicles and safe road use. Despite this approach, the levels of deaths and serious injuries have plateaued over the last year or two.

We need to keep our eyes on the Safe System approach, and do some things better, faster or differently if we want to see meaningful change.



### The importance of a safe system for one New Zealander

#### Police Officer

An officer who regularly attends serious accidents.

#### Major pain points

- Witnessing poor driving by people who are impatient, inconsiderate or distracted
- Attending crash scenes and witnessing the devastation caused
- Having to tell families that a loved one has been killed in an accident

#### What they value or wish for

- Drivers who make good decisions and drive to the conditions always
- Safer vehicles
- More forgiving road and roadsides, particularly at accident blackspots

## An effective urban system

As New Zealand's urban population grows, particularly in Auckland and the upper North Island, levels of service for our customers will slowly deteriorate. This will result in customer journeys that are no longer predictable, disrupting those travelling on the road network and via road-based public transport. In our urban areas, customers and businesses are facing challenges getting where they need to go, on time and reliably.

While provision of new infrastructure is beginning to address past under investment, urban areas cannot continue to build their way out of transport challenges. Increasingly, infrastructure provision must be balanced and integrated with optimisation and demand management approaches that help transport providers make better use of the system, and that help customers manage their transport needs more effectively.

As transport demand and customer expectations increase, transport choice and mobility services will become more important for users.



### The importance of an effective urban system to one New Zealander

#### Suburban-urban commuter

Employed solo parent of two – one primary school child and a pre-schooler.

#### Major pain points

- How close she cuts it with her schedule, out of necessity
- Constant worry that she will be late
- Life stress – she is constantly stretched and in a hurry
- Delays and congestion that are unpredictable and that she doesn't know anything about – how long, why, etc.
- Coordinating multiple trips to meet different schooling needs of children

#### What they value or wish for

- Reliable journeys at peak times
- Affordable costs of running a vehicle

## Better connectivity

People and society are more connected than ever. Transport connectivity is now about much more than being able to get from A to B.

Good physical transport connections remain critically important. Our economy relies on good transport links. Our primary production centres need efficient connections to our international markets and major centres, while the service sector relies on the transport connections between themselves and the customers they serve. Tourists are seeking safe and reliable routes between their arrival points and New Zealand's tourist attractions.

The transport system also enables social connectivity by providing people with ready access to places of education, employment and recreation. Holding a driver licence is for many people a passport to being able to participate fully in education and employment.

Transport connectivity is also about reliable, real-time and customised information that helps customers to manage their transport needs on the go, when they want it, seamlessly. The information and data available from increasingly smart and connected infrastructure and vehicles, combined with information from those using the system in real time, can be used to improve how the system works.

Increasing the transport connectivity across all these fronts, for citizens, communities and businesses – locally, regionally, nationally and internationally – is a critical role New Zealanders need the transport system to play.



### The importance of connectivity to one New Zealander

#### Struggling shift worker and family

Bad health and unreliable work keeps them in poverty.

#### Major pain points

- Has no money to afford a car
- Public transport services are not convenient and are expensive. It takes her a long time to walk to the bus stop and then wait for the bus to arrive. It takes all day to get into the city to pick up a food parcel
- Has to travel to social services to meet appointments
- Lack of reliable and accessible transport makes her feel isolated
- Lack of reliable transport reduces opportunities for employment

#### What they value or wish for

- Less isolation from services
- Reliable and accessible transportation

### A resilient system

As our transport system ages, and with growing impacts of climate change, we anticipate an increase in resilience-related issues. If current trends continue, we expect to see many areas of the country experience increases in the frequency and severity of storm events – placing increased pressure on areas more prone to flooding, areas in low-lying coastal geography and areas with unstable geology.

New Zealand is also located at the convergence of two tectonic plates. As such, the nation is susceptible to earthquake and volcanic events.

Changing climate patterns and tectonic events pose a range of economic and social consequences and potentially reduce the transport system's ability to keep New Zealand connected and moving.

Elements of the transport system need to be made increasingly resilient to endure shocks. Customers also expect us to quickly restore access to the transport system in the face of unplanned events, so that they can complete their journeys safely and reliably.



### The importance of a resilient system for one New Zealander

#### Tourist-dependent business customer

Manager of a hotel and conference centre in the country

Her business depends on large volumes of tourists or visitors being able to travel to her region easily and safely. She worries about losing business to other conference destinations that are attractive, interesting and more accessible.

#### Road use

- Depends on tourist and conference buses that bring customers to her

#### Major pain points

- Trades on the unique qualities of a region that is remote enough to be considered a retreat, but struggles with the quality of the roads that can't easily and safely handle large buses
- She has lost repeat business because customers complained about the quality of the journey - scary and nausea-inducing
- If things keep going the way they are she may have to call it a day with her job - it's getting too stressful to get the numbers
- More 'linking' transport options between end of the train line and destinations within the region

#### What they value or wish for

- An alternative commercial route to bring large volumes of visitors to her conference centre
- Protection of the unique aspects of the region that make it attractive to visitors

### Key inter-regional journeys

There are a number of critical journeys between our regions that sustain our economy and link key areas of production to our international ports and other gateways. We need to provide a strong, inter-modal system to support economic growth, and to provide confidence for investment.

These routes are critical to the movement of goods and people between key urban areas, centres of production, freight hubs (ports, airports, inland ports, distribution centres) and key tourism destinations.

We have identified five key journeys within this Long Term Strategic View.



### The importance of effective inter-regional journeys to one New Zealander

#### Freight operator

Transport professional whose livelihood depends on the use of the network to transport goods on High Productivity Motor Vehicles (HPMVs)

Business that depends on timely completion of journeys, with no margin for error.

#### Road use

- Schedule and time critical
- Inter-regional journeys
- Constant road use

#### Major pain points

- Keeping his people safe on the road and giving them as much comfort as possible - it's a demanding job
- Making critical delivery times and not being penalised for late deliveries
- Business viability
- Roads are highly variable - some are too narrow or windy for the size of trucks
- Alternative routes are limited and have an adverse effect on delivery times and therefore on business
- Public perception that truckers are unsafe and unconcerned about the safety of others

#### What they value or wish for

- Understanding - acknowledgment that this is a challenging business and he needs all the help he can get
- Be on my side - I am doing the right thing by making an honest living and providing this for others
- Partnership - working with him to enable his business and valuing his experience of using the road
- Infrastructure that supports commercial activity - alternative routes that cater for freight trucks safely and consistently with consistent width and visibility, and convenient places to stop for drivers to have a rest
- Confidence that the advice he receives is enabling his business
- Information about road conditions that gives him as much planning time as possible and enables considered decision-making

### Regional economic development (RED) areas

New Zealand's economy is made up of diverse regions, each specialising in different activities depending on their natural resources, infrastructure and demographic profile. While they differ, each region has the potential to attract further investment, raise incomes and increase employment opportunities. The Government is looking to ensure this potential is more effectively leveraged.

The first tranche of RED regions (Northland, Bay of Plenty, Gisborne, Hawke's Bay, Manawatu/Whanganui and West Coast) have been incorporated into the LTSV.



### The importance of a strong rural transport system to one New Zealander

#### Rural dweller

Farmer - mid-size sheep farm close to a small town, wife and 4 children

Lives and works in rural location - business relies on a number of vehicles to operate and enjoy his lifestyle, travels on roads to carry out farm work, move stock, move tractor, takes wife and children into town for work and school and collects them every afternoon.

#### Road use

- Personal, business, leisure
- Local or regional primarily
- Shares road with HPMVs - forestry and log trucks
- Shares road with non-farmers who have moved out to lifestyle blocks

#### Major pain points

- Gravel roads reduce productivity and are unsafe when conditions are not optimal
- Multiple uses for the road that require different speeds - often moves stock by road, as do neighbouring farmers
- Multiple vehicle types sharing narrow roads with limited passing lanes - HPMVs, tractors that drive 'on and off' the road, commuter cars, utes, stock, etc.

#### What they value or wish for

- Understand my business and be on my side
- Well-maintained roads that are reliable in all conditions
- Wide roads that enable multiple traffic and vehicle types to co-exist without issues
- Good access to ensure my farm goods can get to market, and to improve productivity of my farming activity
- A joined up transport system to make transport of my stock and goods more efficient, and therefore increase profitability of my farm

For the second tranche of RED regions (currently Waikato, Canterbury and Southland) the Transport Agency will continue to work with government and sector partners to identify the role that transport can play in supporting economic development. These regions will be incorporated into the LTSV as their Action Plans are confirmed.

Regional economic development is part of the Government's wider ambition for New Zealanders to live well economically, socially and sustainably. The Government is clear, in this context, that while the land transport system has a significant role to play in supporting economic growth and productivity, it can also play a significant role in supporting wider outcomes for customers, communities and New Zealand. Our engagement in regional economic development planning helps us to identify where transport can play its best role in supporting our regions.

## DRIVERS OF CHANGE/ THE EMERGING CHALLENGES WE NEED TO RESPOND TO

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As we move towards the future, we need to ensure our transport system is able to adapt to the evolving demands and changing needs of our customers. To achieve that we need to really understand the drivers of change that are shaping our future and what emerging challenges and opportunities these will create.



### Population and social change

Growth in transport demand is tied to population growth. A growing population will mean an increased number of trips to access employment, services and amenities. There will also be an increase in the number of freight and business trips required to service the increasing population.

By 2045, we expect another 1.2 million people to live in New Zealand. This increase will not be evenly spread across our country. Much of this growth will be in the Upper North Island, with 60 percent occurring in Auckland.

Auckland's growth projection over the next 30 years will place considerable pressure on an already congested road network, and there will be demand for transport infrastructure to service new houses in whole new communities. Achieving an effective and efficient transport system for Auckland is central to improving the city's contribution to the national economy.

In contrast to Auckland and other growing urban areas, some areas of New Zealand are forecast to experience slow, low or negative population growth. By 2043, 25 of New Zealand's 67 territorial authorities are projected to have fewer residents than they did in 2013. Regions projecting decreases are primarily rural areas that do not contain a main urban centre. Rotorua, Whanganui and Hutt City are less common examples of major urban centres that are forecast to experience a declining population.

In these areas, the land transport system is likely to play an even more critical role in supporting the economic and social well-being of people, business and communities. But there will be challenges. A declining population means a reducing rates base, making it more difficult for regions to pay their 'local share' of necessary transport investment. At the same time, the nature of transport demand in these areas is likely to shift, particularly as local populations age and the shape of local economies evolves. We have an important role to play in understanding the changing nature of transport demand in these

areas, and ensuring that the land transport system can respond appropriately.

New Zealand's population is also ageing due to declining birth rates and better health care, leading to people living longer lives. The median age is projected to increase from 32.8 years in 1996 to 42.7 years in 2043. Again, this increase will not be distributed evenly.

In a number of territorial authorities the percentage of population aged over 65 is projected to be over 35% by 2043. These include Kāpiti Coast, Thames-Coromandel, Horowhenua, Tasman and Central Hawke's Bay. Conversely, the percentage of the population over 65 in some of our larger centres including Auckland, Hamilton and Wellington is projected to remain below 20 percent.

An ageing population is likely to result in more households on fixed incomes. Over time this may impact on some councils' ability to raise revenue required to maintain infrastructure and services, particularly in areas where an ageing population is forecast to coincide with an overall decrease in population. Councils will need to continue to work to manage the impacts of de-population and aging populations over the medium to long term.

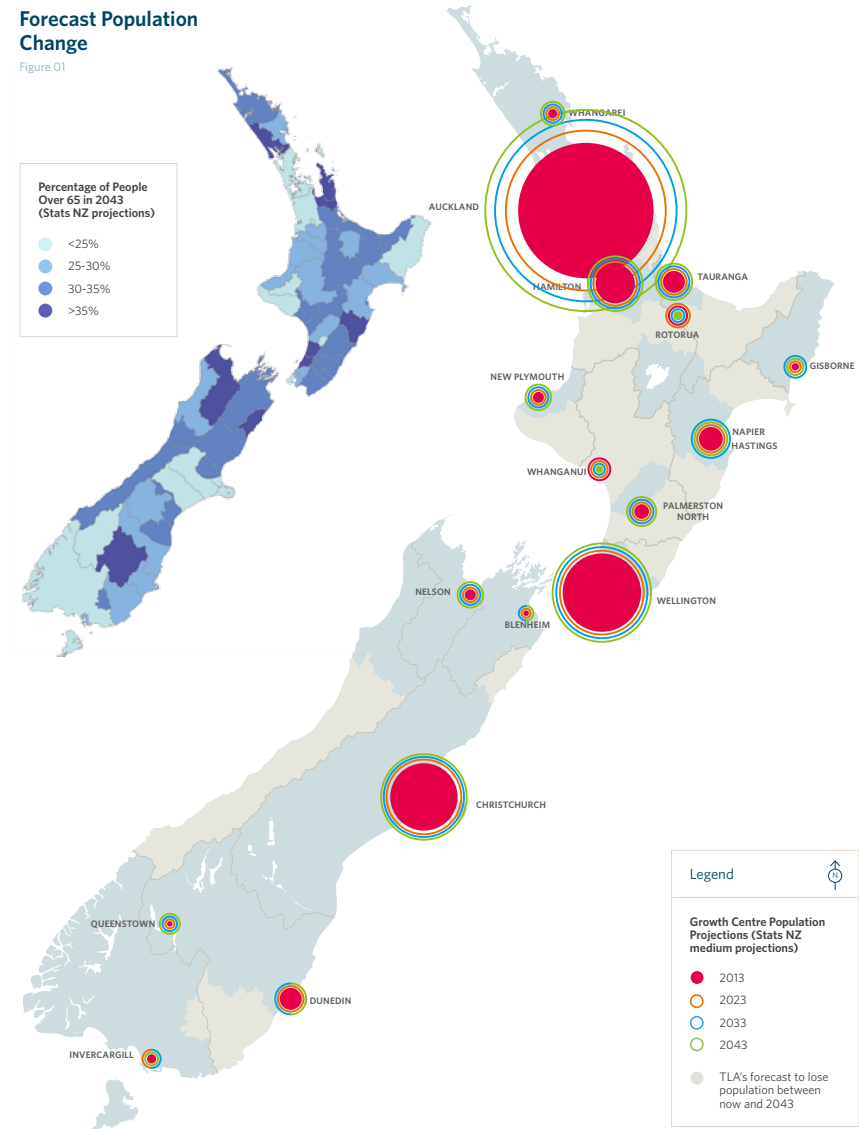
Our research tells us that there is a significant decrease in overall travel at age 65 as travel to work declines (both in terms of time spent travelling and kilometres travelled). There is a further sharp decrease in overall travel (time and distance) for those aged over 75. Many of the communities experiencing an ageing population are within small territorial authorities with limited scope for alternative transport services.

There are trends that might be expected to change the current travel patterns of those age groups over 65. With the population remaining healthier for longer, there is a growing number of people in the 65-74 age bracket who are choosing to continue working. The arrival of new, affordable and more flexible mobility services (such as autonomous vehicles) could also result in an increase in travel demand for those older age groups.



### Forecast Population Change

Figure 01



### Economic change

The economy is both shaped by, and a shaper of, our transport system. Economic fluctuations impact on wages, consumer demand, and the prices of raw materials. Higher income growth usually signals higher consumer spending, leading to increased business spending which results in increased demand for goods and services. This, in turn, increases demands on the transport system. Equally, reductions in the performance of the transport system can impact on the efficiency with which businesses are able to bring goods and services to market.

New Zealand's economic performance is dominated by the increasing contribution of the service sector (particularly business and financial services). The service sector accounted for around 63 percent of GDP in 2013. This is forecast to continue to grow.

In geographic terms, the service sector is closely tied to the main urban areas, and it is these areas that are expected to perform most strongly in terms of GDP growth over the coming decades.

In comparison, growth in mining, manufacturing and primary industries is currently flat and is forecast to remain so.

Current economic growth is being driven by historically high levels of immigration (and corresponding lower emigration rates) and strong tourist numbers. Both of these trends are forecast to continue.

In relation to immigration, more people create a need for more housing and a demand for more and better services. As a result, the majority of economic growth is currently in the construction industry (including the Christchurch rebuild) and the businesses that service this sector. Because immigrants tend to be drawn to the larger urban centres, particularly Auckland, economic growth (in the short term at least) is expected to be focused in these areas. Growth in employment trips, business trips and freight movement is therefore expected to be strongest in these areas.

Tourism is also forecast to grow strongly over the short to medium term. International visitor numbers are forecast to increase from 3.1 million (2015) to 4.5 million (2022). The tourism sector has very direct links to transport demand due to the requirement to move people to and from key entry points and between the major visitor centres and attractions. This will create increased demand on networks within and between the main tourist centres such as Queenstown, Rotorua, and the key overseas entry points of Auckland and Christchurch.

We have seen a shift in how tourists get around as well as increases in numbers. More tourists are choosing to drive themselves, and when they do so, they are using both the state highway and many local roads.

National and regional initiatives to create or highlight a wider range of tourism experiences to spread the visits spatially and more evenly across seasons also influence tourist flows and economic activity. There are implications for how the road network is funded as these trends continue, and demand increases.

Looking at the shape of our economy, exports contribute around 30 percent of New Zealand's GDP, driven largely by the production and export of primary commodities. Ensuring efficient access to our key import and export ports is critical to support export trade and the wider economy.

Globally there is a trend of using larger ships to move international freight. That trend is emerging in New Zealand and is expected to continue, potentially changing patterns of port use around the country as import/export freight functions (particularly containerised freight) are consolidated in fewer ports.

The impact that this trend will have on the freight system is that some types of export freight will need to move longer distances and concentrate on fewer destinations, namely larger consolidation centres and major container ports.

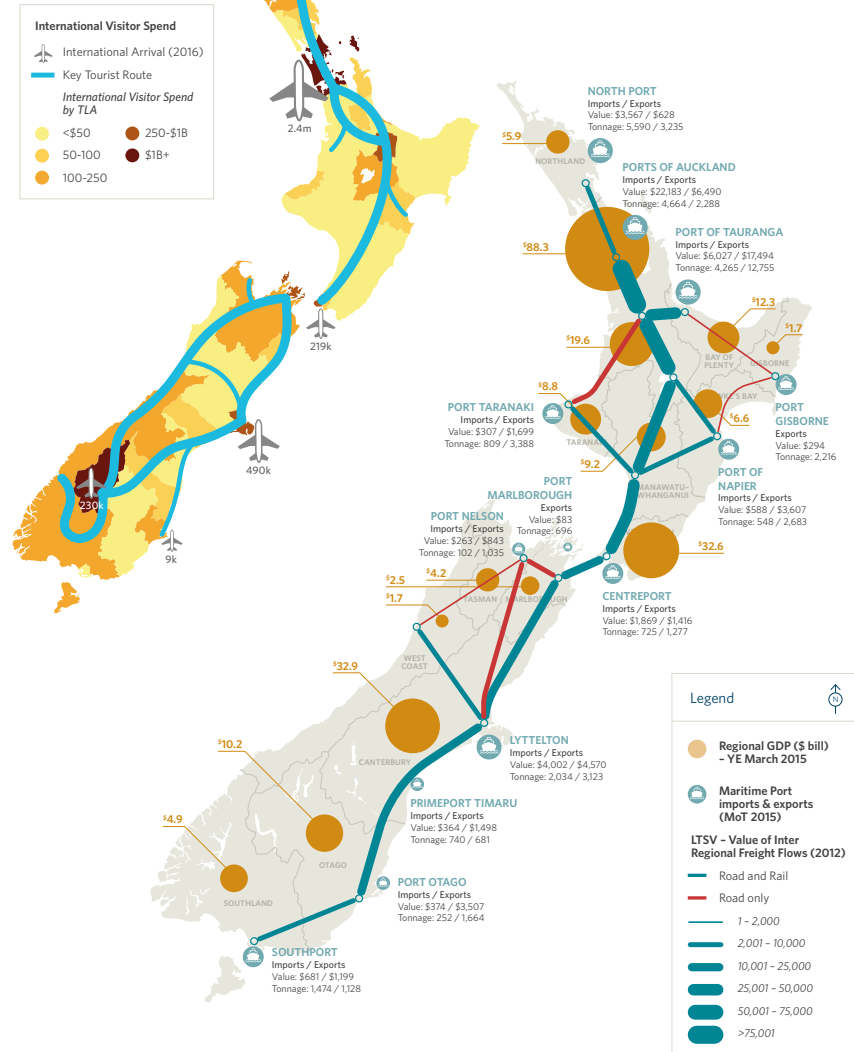
The majority of imports come into the country via the three northern most ports. This is expected to continue given these ports are closest to our trading partners, while our largest domestic markets are also in the upper North Island.

In provincial areas where primary industry makes up a large proportion of the economy, economic performance will continue to be closely tied to international commodity prices. While these regions can be expected to experience improvements in economic performance as commodity prices rise, the overall shift in the economy towards the service sector will continue.

Large areas of New Zealand are forecast to experience flat or negative population growth (often reflecting the modest economic performance of these areas). While this is likely to result in modest (if any) growth in travel demand, transport investment will still have a significant role to play in supporting efforts to improve the economic performance of these areas.

### Key Economic Flows

Figure 02





### Technological change

We are on the verge of a major paradigm shift in transport technology. New digital tools and participants in the transport system create new interactions and connections between all parts of the transport system. They realise new opportunities for transport and mobility services, and new tools for managing and regulating the system and getting the most out of it. There is a real opportunity to leverage emerging technologies to help address some of our biggest transport challenges and significantly improve the performance of the transport system for customers.

We have already seen that relatively small scale initiatives, such as improved traffic light phasing and ramp metering, have led to measurable improvements in traffic flows, for example on the Auckland network. Other initiatives, such as integrated ticketing, the greater use of Global Positioning Systems and smartphones are improving customer access to real-time travel information.

Looking ahead, emerging technologies will influence the transport system in ways that we cannot imagine and at a scale and pace that is difficult to predict. Technology presents both challenges and opportunities.

There are a number of disruptive trends for transport that offer significant potential advances, as follows:

#### INFORMATION AND TECHNOLOGY

Information and technology are becoming a crucial part of transport infrastructure and the transport system. Technology and data together will increasingly allow the creation of intelligent transport systems that can respond in real time to customer demand and external conditions, and start to predict and avoid disruptions for customers.

Information and technology also offers the potential to truly understand what our customers expect in terms of their experiences of the transport system. Having this information will allow us to better target our responses to meeting their needs. Information and technology will also help us to sense and measure the health of physical assets, enabling radical new ways of monitoring and maintaining the transport system.

#### TECHNOLOGICAL INNOVATION

Technological innovation will change the way we travel, how services are delivered and how we invest in the transport system in ways we cannot now predict.

The government will assist by enabling the right innovations and supporting the delivery of universal and inclusive transport services, while also protecting citizens.

#### CUSTOMER CENTRED

As people age, they experience variations in their incomes, their independence, and their interactions with others. An effective transport system recognises this and offers customers choices, adapting to meet the demands of a dynamic customer base.

The digital age has brought the smartphone, giving access to more travel options and real-time status than the control rooms of any transport operator. Individuals now have access to information and transport services that allow them to make choices that influence the services and business models used by transport operators.

Users are increasingly able to dictate what they want from transport; and they have high expectations of reliability and customer service. This is particularly important for transport operators who, for example, offer public services that need to be so easy to use they are preferred to the private car or a growing number of alternatives.

Overseas, we are also starting to see the emergence of new business models. Technology and smartphones are making existing transport choices like ride sharing more widely available and more accessible. New mobility services enabled by digital technology are changing established models of delivering transport services. Mobility as a Service (MaaS) is a new approach to transport that combines journey options from many providers in a single mobile device (e.g. an app), where customers can select and pay for their journeys in one place and don't need to own a vehicle.

#### HOW WE PAY FOR TRANSPORT

Currently, charging for motor vehicles is based on the cost of providing and maintaining roads. This does not reflect differences in the true cost of travel for the user by time, location and mode. The Auckland Transport Alignment Project found that a more sophisticated approach to pricing could play a key role in more effectively influencing and shaping demand and making better use of the transport system.

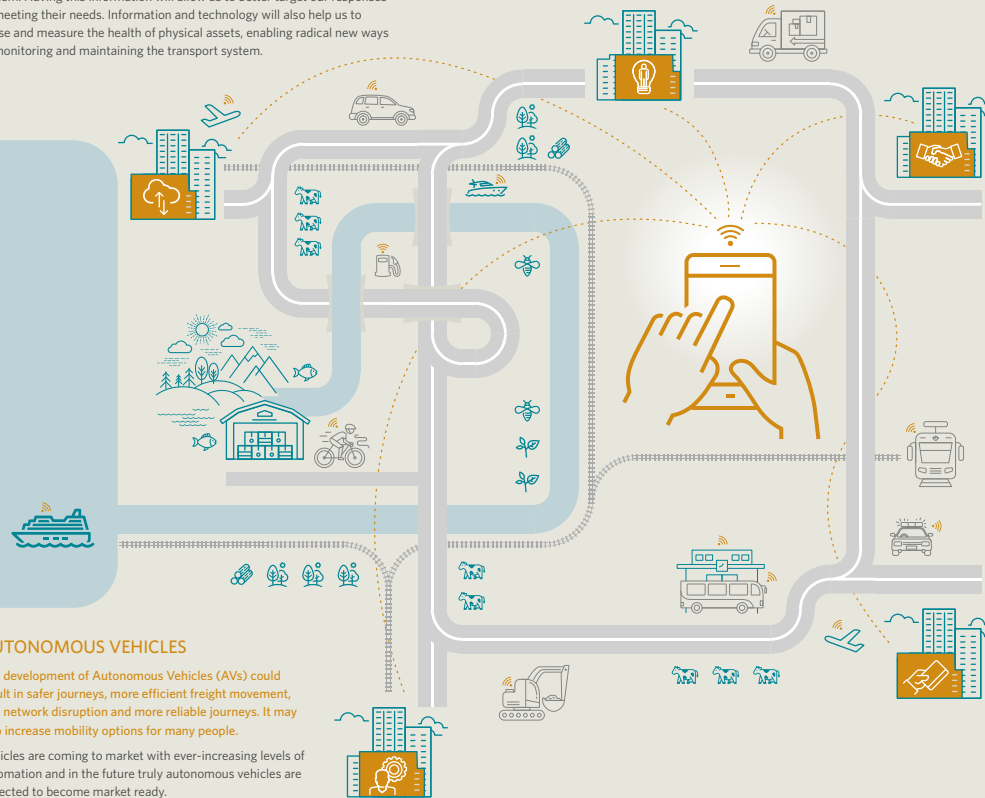
Increased data on customers' travel patterns are a growing source of intelligence on customer needs and preferences. This information will allow better predictions of demand and also help us to understand customer behaviour. This will enable more intelligent approaches to dynamic pricing to make the best use of the transport system and its capacity.

In the digital age, tickets may become a thing of the past. This revolution is accelerating across transport, and ticketless travel is now commonplace for metro services and road tolls. Digital payment will allow more spontaneous travel where customers don't need to define their destination before setting off.

#### AUTONOMOUS VEHICLES

The development of Autonomous Vehicles (AVs) could result in safer journeys, more efficient freight movement, less network disruption and more reliable journeys. It may also increase mobility options for many people.

Vehicles are coming to market with ever-increasing levels of automation and in the future truly autonomous vehicles are expected to become market ready.



### Environmental change

Our natural and physical environment directly influences the accessibility and availability of our transport system. Our natural and physical environment is also a major attraction for our international guests, and we need to understand that our transport system has impacts on that environment. New Zealanders and visitors expect a transport experience that is safe and reliable and increasingly resilient to hazards. They also expect that the impacts of the transport system on our environment will be mitigated and managed. Meeting these expectations as our physical environment continues to experience disruption related to climate change or other natural phenomena will present many challenges.

Most New Zealanders live no more than a few kilometres from the coast. Houses, roads and other infrastructure connecting communities have been built in coastal areas with an understanding of the reach of the tides and the recognition that storms will occasionally combine with high tides to cause flooding. With rising seas, tides, waves and storm surges will reach further inland than previously. This will cause more frequent and extensive flooding. Along some coasts, erosion will increase and shorelines will recede.

The extent of the sea level rise in the long term will vary depending on how successful the world is at reducing greenhouse gas emissions. What is clear is that action taken to reduce greenhouse gas emissions will make little difference to the rate of sea level rise for several decades. We are locked in to a sea level rise of approximately 20 centimetres by 2040. Beyond that the sea level rise is difficult to predict and could be in the range of 40-75 centimetres by 2100 depending on how much greenhouse gas emissions might reduce by.

There has been some analysis (Figure 03) looking at how different areas of New Zealand might be impacted by different levels of sea level rise. This analysis is not complete, but does give some indication of the scale of potential impacts.

The vulnerability of different coastal areas to rising seas depends on many factors. Height above sea level is one obvious factor, but it is not the only one. The shape of the coastline, the topography of the land and the seabed, proximity to the sea, the presence of barriers such as sand dunes, and other local characteristics will affect what happens in different coastal areas. It can therefore be difficult to predict which locations are most vulnerable.

In addition to sea level rise, the warming climate will also influence weather patterns in coming decades. As the atmosphere warms, it can hold more moisture – about 7 percent for every 1°C increase in temperature. As the climate changes, both the distribution of rainfall across New Zealand and its intensity are likely to change. Rainfall is projected to increase in the west of both islands and in the south of the South Island. Northland and eastern regions of both islands are projected to become drier. It is also projected that heavy downpours will become more extreme.

Increases in the amount and intensity of rainfall in some catchments raise the risk of river flooding. Areas close to river mouths can experience heightened flows coinciding with the sea pushing its way upriver at high tide. As high tides become higher because of sea level rise, such floods will become more likely.

The duration and intensity of winds drives the power of waves. As circulation patterns in the atmosphere change, westerly winds will become more prolonged and intense, especially in winter. Increased winds will lead to larger waves breaking on the shores of the west coasts of both islands.

As the atmosphere warms, storm patterns are also likely to change. The impact of storm surges will be increased by sea level rise. It is projected that cyclones that form south of New Zealand in winter will become more intense, leading to stronger winds and larger waves on shores exposed to the south. It is also projected that the intensity of cyclones elsewhere in the country will decrease.

We are already seeing increasing pressure on the transport system from shifting weather patterns and trends related to climate change. The trend for increasing expenditure on emergency maintenance and repair work is expected to continue.

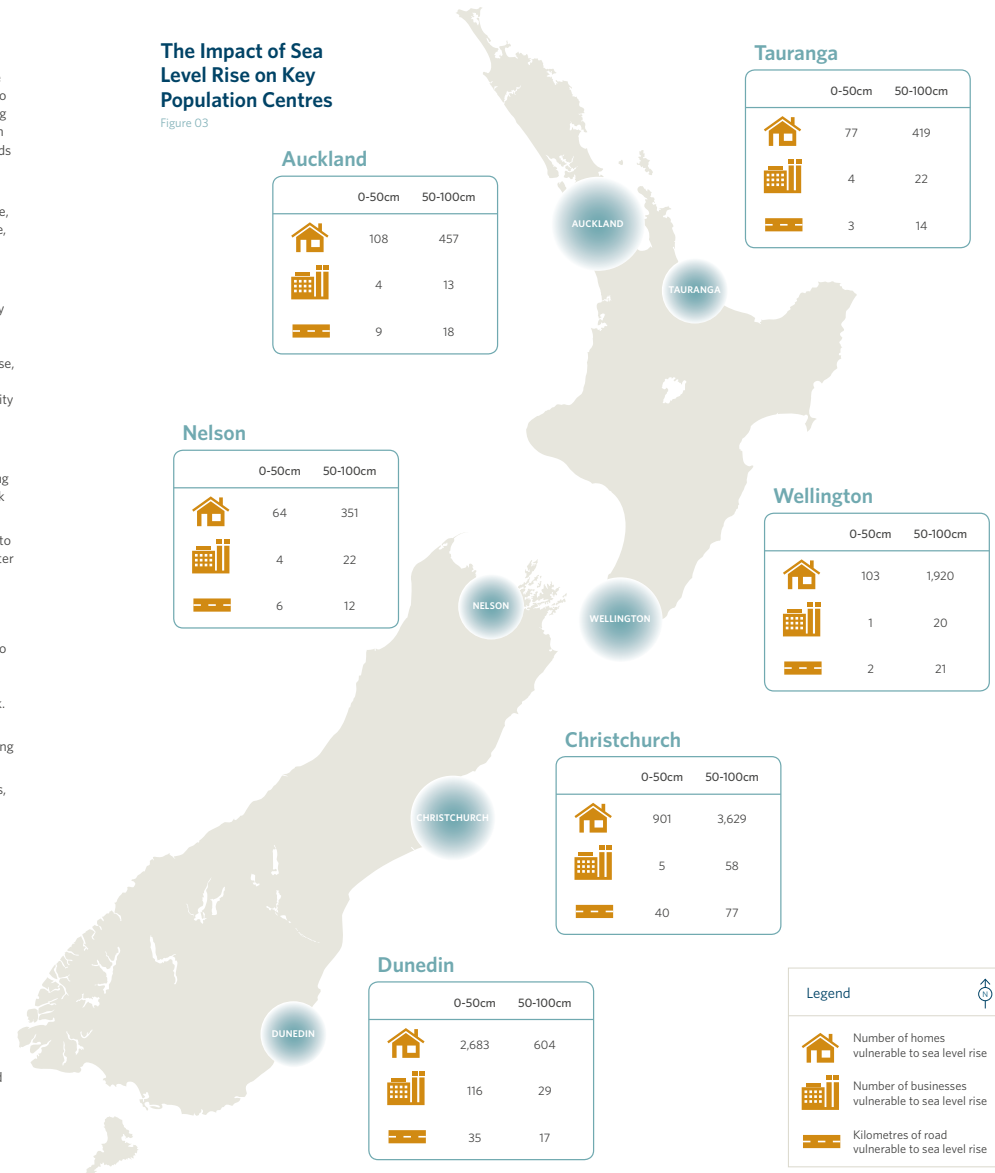
We need to increase the ability of the transport system to adapt to the adverse impacts of climate change and foster climate resilience. We need to focus on ensuring the resilience, and quickly restoring access to the transport system, in the face of unplanned events. These two dimensions – increasing the robustness of the transport system and decreasing the recovery time when things go wrong – are equally important. Both depend on having a clear understanding of those locations that are most vulnerable and then executing a plan to mitigate the risk.

Transport also has a role to play in mitigating global temperature rise and supporting public health by reducing emissions. The major contributors will be:

- Encouraging the uptake of more fuel-efficient vehicles, including freight vehicles (e.g. 50MAX)
- Enabling the uptake of new vehicle and network technologies that offer emissions reduction benefits (e.g. autonomous vehicles, electric vehicles)
- Advancing demand management approaches that incentivise modal shift to more energy efficient mass and personal transit options (e.g. public transport, walking and cycling, ride-share)
- Shaping more efficient, integrated land transport networks and associated patterns of land use
- Optimising materials selection, use and re-use in network construction and maintenance activities
- Reducing congestion in our major urban areas, to improve network efficiency, keep vehicles moving and reduce emissions.

### The Impact of Sea Level Rise on Key Population Centres

Figure 03



## AGENCY STRATEGIC APPROACH

The New Zealand Transport Agency has refreshed its strategy in response to the challenges and opportunities we, our partners, our customers and the transport sector are facing.

### OUR VALUE: Great journeys to keep New Zealand moving

A great journey is easy, safe and connected. When we talk about great journeys, we mean more than the literal movement of people and goods – we mean all the connections and experiences that occur within the complex, dynamic system of people, businesses, infrastructure, vehicles, information and processes that form New Zealand’s transport system. Our focus is on working with others to provide one integrated land transport system that helps people get the most out of life and supports business.

Our strategy makes sure transport is an enabler of opportunities, not a barrier – so all New Zealanders, today and in the future, can live well.

### OUR STRATEGIC RESPONSES: The big changes we are seeking

Three strategic responses describe our new approach to addressing New Zealand’s transport challenges and delivering great value to New Zealand, in partnership with others and in a rapidly changing environment.



### One connected transport system

We aim to transform the performance of the transport system by integrating digital technology with physical infrastructure to create a safe, connected system that works for everyone.

This approach sees us building on our legacy of investment and delivery of road networks and services, to holistically considering all levers in the transport system, including infrastructure provision, transport and mobility services, regulatory and policy settings, technology, information and communications systems. We are paying particular attention to digital integration because it is the single most disruptive and transformative element in the transport system at this point in time. Digital integration introduces new players into the system, enables all parts of the system to interact in new and dynamic ways, creates new opportunities for transport and mobility services, and offers new tools for managing and regulating the system and getting the best out of it for customers and citizens.

### People-centred services

We aim to simplify our customers' lives and our partners' work with innovative services and experiences that make it easy for them to do what they need to.

Transport is a service, and customers are wanting more accessible, intuitive and responsive services that meet their needs. We aim to work with partners and customers to understand their needs and co-design solutions that deliver value for customers and for New Zealand.

### Partnerships for prosperity

We aim to unlock social and economic opportunities for customers, business and communities through targeted partnerships.

This approach sees us moving beyond investing for and delivering transport outcomes, to investing for and delivering wider benefits where transport can release or bring forward the social and economic aspirations of government for the people of New Zealand. This requires us to target existing and new partnerships, understand where transport initiatives and resources can make a real difference, and coordinate our efforts with others to support customers, business and communities, particularly those facing significant challenges to participating in our society and the economy.

Collectively, these strategic responses signal the big changes we are seeking, and how we will work with others to make sure New Zealand has one integrated transport system that serves people, business and communities really well for today, and tomorrow.

### OUR FOCUS AREAS: How we will make the changes signalled in our strategic responses

Eight focus areas direct our efforts and resources to deliver the big changes we are seeking.

#### Shape the land transport system: Shape New Zealand's land transport system and influence its delivery.

New Zealand's land transport system has a programme of work - but it needs a plan. As a national planner, investor and deliverer of transport solutions we are uniquely placed to work with a range of partners to collaboratively develop one clear, integrated, shared and long term view of the land transport system that New Zealand needs now, and in the future.

Informed by a clear and shared evidence base, this view will identify the key interventions required to deliver a land transport system for New Zealand that is innovative, customer focused and fulfils the transport sector outcomes of safety and responsibility, resilience, efficiency and effectiveness. It will capture statutory, regulatory and policy settings and it will identify the timing and location of the major regional and inter-regional investments required to achieve specific regional outcomes. Overall, it will ensure that New Zealand's economic, social and environmental aspirations are supported.

Our aim is to collaboratively develop a view of the land transport system that is shared by key decision makers, and can be used to guide improved decision-making that is informed and coordinated. This document is our starting point.

#### Connect and develop regions:

Partner for tailored solutions that support wider outcomes for communities, regions and New Zealand.

Transport is an enabler of wider economic, social and environmental outcomes that are important to people, business and communities. Under this focus area, we will be targeting new and existing partnerships to ensure that transport solutions are integrated with initiatives that address agreed regional outcomes.

Through this focus area we will be supporting regional economic development opportunities and connections for business, freight and tourism, working and moving within and between regions. For our customers who live, work and play in the regions, we will be working with others to support social and economic outcomes where transport has a role to play. We will also be working with others to identify customers or communities facing particular social or economic challenges, and we will co-design and deliver tailored solutions to improve their ability to live and work well. Under this focus area we will also be looking after

the land transport system for the longer term, ensuring the system as a whole is resilient, keeps people safe, minimises harm and supports multi-modal connections and transport services.

#### Target rapid growth:

Balanced solutions for customers in high growth urban areas.<sup>1</sup>

This focus area is about sharply targeting high growth urban areas that are facing significant transport challenges due to rapid growth.

We need to step up our efforts to deliver rapid and meaningful change in these areas, because our customers are being challenged by increased economic, social and environmental costs related to significant and rapid growth. We will collaborate with others to deliver technology-enabled demand management and network optimisation solutions while also providing new transport capacity. This balanced and integrated approach will enable quality residential and business growth, and manage its effects on our customers.

The balanced approach will enable people and businesses in high growth urban areas to manage their transport needs far more effectively. We will need to work with others to: improve the performance of the transport system and the services it enables; improve the availability and reliability of a range of transport information that is available to customers on the go; supporting MaaS; and promote new and improved transport choices.

#### Keep people safe:

Solutions that contribute to improved safety and public health outcomes and reduce environmental harms.

This focus area will take a whole-of-transport-system view expanding from road safety to land transport system safety. It continues to address preventing and reducing deaths and serious injuries on our roads, but widens the safety focus to include all land transport modes, and human and environmental health outcomes. The Transport Agency will continue to deliver on its accountabilities for road safety regulatory activities, Safer Journeys, and as the rail safety regulator.

The focus area requires us to more sharply focus on evidence-based, high-impact and coordinated interventions to significantly improve safety and prevent or reduce deaths and serious injuries. It explicitly requires us to treat safety and efficiency as complementary and interdependent outcomes to support 'safe mobility' for people interacting with the land transport system. We will work with partners to enable and encourage greater use of safety technology, including in-vehicle systems, real-time safety information, and road-based innovations.



More broadly the focus area enables us to consider and provide for improved health outcomes and prevention or reduction of human and environmental harm from the land transport system. In some cases our interventions may enhance either or both the built environment and the natural environment. The focus area allows us to take a much more holistic approach to delivering positive health and safety outcomes and preventing or reducing harms.

#### Improve customer experiences:

Deliver innovative services and experiences customers and citizens value.

This focus area is about enhancing and improving transport experiences for customers and citizens; it explicitly places the land transport system at the service of customers. It's about getting much closer to our customers and actively working with them to understand how they experience the transport system, and what needs to be improved to deliver better value. It involves sourcing and mining a wide range of information, including the customer voice, customer and system information and design practices, to gain deep insight into customer behaviour and experiences. We will use that knowledge to challenge, change and enhance the system.

A big part of this focus area is co-designing solutions with customers and for customers, enabling them to participate in shaping the system and its services to better meet their needs. Getting smarter and sharper with customer differentiation will mean we can tailor experiences for the needs of different customer segments.

This focus area will support a one agency model of engaging with customers and citizens. It recognises that if we want to improve customer transport experiences and achieve better outcomes for New Zealand, we must work together, and with business partners and customers to build capability and harness innovation.

<sup>1</sup>High growth urban areas' is a term defined in the proposed National Policy Statement on Urban Development Capacity, and is an eligibility category used by the Housing Infrastructure Fund. It means main or secondary urban areas with projected population growth (or resident and visitor growth) over the next ten years of over 10%. Current 'high growth urban areas' are Auckland, Hamilton, Tauranga, Christchurch and Queenstown.

This focus area also includes Wellington. While it does not achieve the growth threshold above, parts of Wellington nonetheless are experiencing transport challenges characteristic of high growth and demand.

### Deliver connected journeys:

Lead the integration of a digitally connected land transport system.

This focus area is about riding the technology wave in order to harness new and emerging technologies that can deliver better transport solutions and enable easy, connected and safe transport services for customers and citizens.

A key part of this focus area is creating a digital platform that connects with customers in new ways. Mobility as a Service (MaaS) is a new approach to transport that combines journey options from many providers into a single mobile service (e.g. an app), where customers can select and pay for all their journeys in one place and don't need to own a vehicle. The digital platform will enable us to work with others to design integrated solutions that get the best from the system for customers.

### Achieve organisational excellence and transform the Transport Agency

The six focus areas above will deliver the big changes we are seeking for the transport sector, for our customers and for New Zealand. They constitute a significant shift in our thinking, our behaviour, the way we work, and what we prioritise. To ensure that we are fit to deliver, we have turned the spotlight on ourselves. Two focus areas, **Achieve organisational excellence and transform the Transport Agency** address our internal capability, capacity, culture, systems and processes to ensure that we have the right people, with the right skills and tools that can deliver for New Zealand today, and tomorrow.

In delivering on our focus areas, we expect to use a range of existing and new tools and approaches to ensure the transport system delivers value for customers and citizens:

- **Statutory, regulatory and policy settings**, e.g. vehicle certification, funding, pricing, enabling new business models and technologies
- **Making better use of the existing system**, e.g. optimising key routes, harnessing new and emerging technologies to get the most out of what we've got, generating asset management efficiencies
- **Targeting investment in infrastructure, services and technology to priority challenges**, e.g. agreeing the big challenges early, considering balanced solutions addressing both supply and demand using the whole toolkit
- **Maximising opportunities to influence travel demand**, e.g. integrating land use and transport planning at national, regional and local levels, encouraging modal shift and more transport choices
- **Smarter transport pricing**, signalled by Treasury in the National Infrastructure Plan and in the Auckland Transport Alignment Project. Pricing is a powerful tool to significantly improve the performance of the transport system for customers. We will be working with partners to explore the options.

The particular mix of tools and approaches we use will be determined by the challenges and opportunities we and our partners face. The challenge will be using the right suite of tools, at the right time, in the right way – and selecting the best balance of approaches for any given situation.

### Our customer lenses

The success of our strategy depends on our ability to serve our customers well; to do that, we need to understand them.

We use four different 'customer lenses' to help implement our strategy. The first lens is our common offering, which underpins the others.

#### I'm OK

This represents most of our customers, most of the time. The service works, and when it doesn't, by the time you get round to letting someone know, it's probably been resolved. You can get on and do what you need to do easily and safely, without too much thought or planning.

#### Value my time

This highlights the times you're focused on being somewhere else. Timeliness and predictability are important. The lens covers the experience you may have as a commuter, transport operator or commercial organisation, or even racing to get the kids from school.

#### I need help to connect. My choices affect the whole community

This focuses on people and communities who need tailored support and an understanding of what's going on in their lives or business. They might be people in remote locations, poorer areas or businesses facing unique challenges.

#### It's new to me. I don't know

Sometimes our customers want to do something unfamiliar. They need to know what to do and in what order, without having to wade through lots of information. They might be new drivers, new operators, tourists, new New Zealanders or locals in new places or at new stages of their lives.

Being clear about who we serve and what's important to them is an important part of implementing our strategy. It helps us make a real difference.

We will be using these customer lenses when we collaboratively develop the long term view of the transport system with our partners.



## AREAS OF STRATEGIC FOCUS

In developing the Long Term Strategic View (the View), we have focused on those parts of the country that reflect current Government priorities of facilitating economic growth and productivity, enabling urban development, and supporting regional economic development. These are included in the View under the following headings:

### Strategic context

The descriptions of the Upper North Island, Lower North Island and South Island provide the overall context for each area. They outline the defining demographics and economic characteristics of the regions, and give a narrative of the existing transport system and the value it provides to the regions. We take this information and give a perspective on the Future Change Drivers.

### Inter-regional journeys

These are the nationally significant journeys connecting regions that sustain our economy. They link major urban areas and production centres to international ports and other gateways.

A safe, reliable and resilient network is needed to support economic growth and to provide confidence for investment.

### Growth centres

These are the urban centres that are identified in the National Policy Statement for Urban Development Capacity as being the highest priority for urban growth. They are the centres that are forecast to experience medium (5-10%) or high (>10%) population growth over the period from 2013-2023. The View considers the range of transport interventions that will be required in each centre to support and enable growth, including transport choice, demand management, network optimisation and new infrastructure and services.

### Regional Economic Development areas

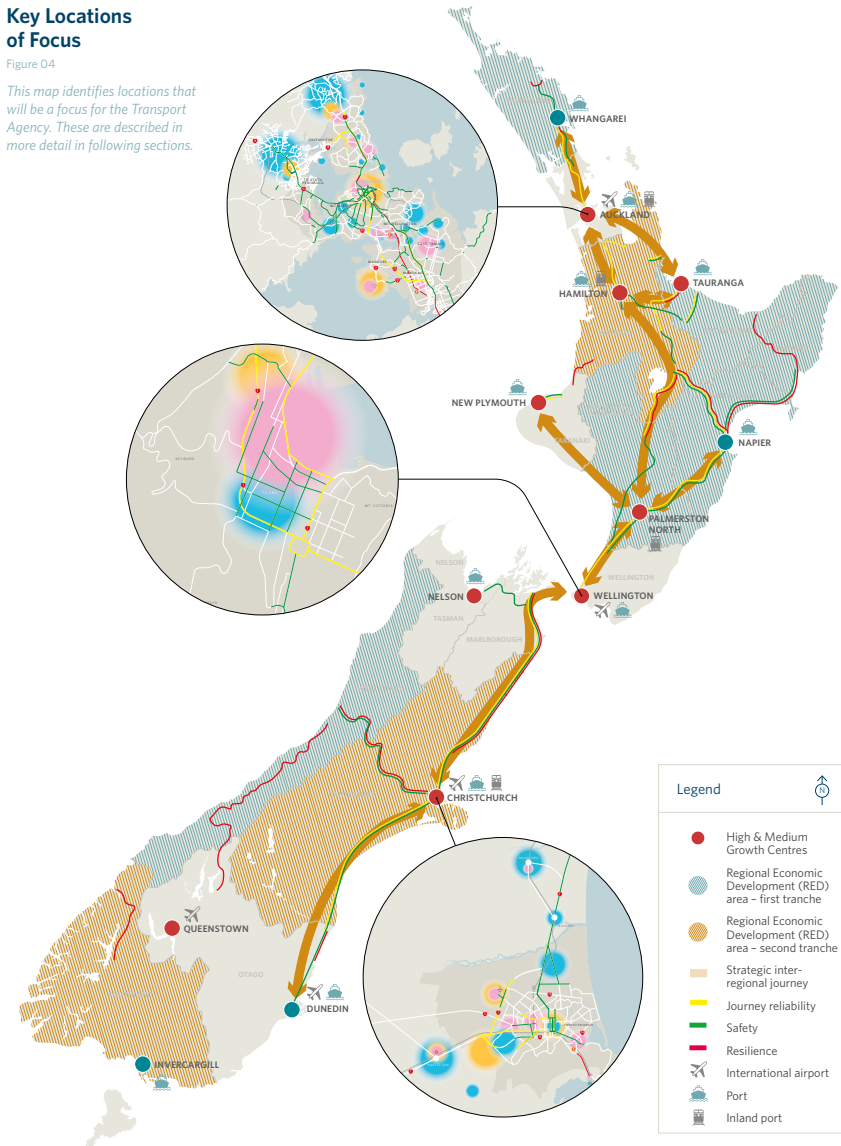
Through the Regional Growth Programme the Government has partnered with a number of regions to identify potential growth opportunities and help increase jobs, income and investment in regional New Zealand. The View considers the opportunities for transport to support and enable economic growth and productivity in these regions.

As part of engaging with stakeholders we will assess if there are other issues or areas that need to be represented in the View. The criteria will include whether an area is experiencing (or is forecast to experience) levels of growth that are nationally significant, or if there are emerging strategic transport issues or opportunities that are not currently captured in the View.

## Key Locations of Focus

Figure 04

This map identifies locations that will be a focus for the Transport Agency. These are described in more detail in following sections.





# STRATEGIC CONTEXT: UPPER NORTH ISLAND



The upper North Island is made up of the Northland, Auckland, Waikato and Bay of Plenty regions. More than 50 percent of New Zealand's population live in the upper North Island.

Auckland city, New Zealand's largest city with a population of 1.4 million dominates the area both economically and in terms of forecast population growth. Hamilton with a population of 180,000 and Tauranga with 126,000 are the other centres of significant scale within the upper North Island. Whāngārei which is the largest centre in Northland has a population of 54,000.

In the main urban centres, and in particular Auckland, the economies are driven by the service and construction sectors, with pockets of specialist manufacturing. Outside of the urban centres, production and processing tied to the primary sector dominate, with dairying prominent in Waikato and Northland, forestry in Northland and Bay of Plenty, and horticulture in the Bay of Plenty.

Tourism is also significant with over 70 percent of New Zealand's international visitors arriving at Auckland Airport. Key tourist destinations in the upper North Island include the Bay of Islands, Waitomo, Matamata (Hobbiton) and Rotorua which all make important contributions to the local economies.

While Auckland, Hamilton and Tauranga are relatively close together, their economies are largely independent. There is little commuter movement between the three cities, with freight movements between Port of Tauranga, distribution centres in the Waikato, and the Auckland markets being the most significant connection between the three centres.

However, with growth pressure and house prices in Auckland increasing sharply in recent years, economic activity and population is beginning to extend beyond Auckland into areas such as Tūākau and Pōkeno in the northern Waikato.

Hamilton is emerging as a major distribution and logistics centre, with access to both road and rail networks, and strategically located to service Auckland, the Port of Tauranga and markets to the south.

Northland has been identified as a Regional Economic Development area as part of the government's business growth agenda.

Over the last 10 years, real GDP growth has been well below the national average (1.6 percent per annum versus the national rate of 2.2 percent). Other indicators including real GDP per capita, labour productivity and median household income are also well below national averages. Improvements to road and rail connections between Northland and Auckland have been identified as opportunities to maximise investment in the region and generate further opportunities.

## The Upper North Island transport system

The transport system in the upper North Island is centred on the three largest urban centres of Auckland, Hamilton and Tauranga and the key corridors that link them. The country's highest traffic volumes are found in and around these cities, and the road and rail freight routes between Tauranga and Auckland (via Hamilton) form the country's most significant freight corridor.

While each city experiences capacity pressure points to some degree, Auckland as the country's largest city, experiences the most severe pressure due to its relatively constrained urban road and rail networks, strong population growth and dispersed land-use patterns.

Transport networks across the upper North Island are relatively comprehensive (compared to the lower North Island and South Island) and resilient, with most areas and communities having multiple route choices in the event of closure.

The connections that link Auckland to Northland are important as they provide a lifeline and support social and economic outcomes in the Northland Region. The connections between the upper North Island to the lower North Island are also of national significance, due to their importance in enabling the movement of goods to market.

In provincial areas away from the main urban centres, the traffic volumes drop significantly. The networks in these areas are generally fit for purpose, with sufficient capacity, although parts of the networks are subject to safety and resilience issues.

In transport terms the upper North Island and lower North Island are relatively independent, separated by the central North Island mountains and plateau. Due to the challenging terrain, the transport linkages between the upper and lower North Island are limited and experience journey times that are comparatively slow.

The transport corridors that pass through the central North Island provide part of New Zealand's economic lifeline, enabling the movement of people and goods between key centres of production, consumer markets and freight distribution hubs.

Movement of freight is a critical part of the upper North Island transport task. Over half of New Zealand's freight movements move within and between the upper North Island regions, and the freight task is expected to double by 2035 (upper North Island Freight Story).

The upper North Island Freight Story identified a number of critical issues impacting the movement of freight. These included:

- Constraints on the strategic road and rail network (particularly where they intersect with local traffic in the major urban areas).
- Lack of integrated, strategic land use and transport planning and investment.

Rail will continue to play an important role moving containerised and bulk exports to the port, and moving imports from the port to distribution hubs in the Waikato and south Auckland. The East Coast Main Trunk Line provides a major link for freight movement between Auckland, Hamilton and Tauranga. This line carries over a third of New Zealand's rail traffic and is the most densely utilised sector of the national network. It is estimated that growth of throughput processed by the Port of Tauranga could add up to 75% to rail freight movements over the next 30 years.

## Future change drivers

While the population of the upper North Island as a whole is forecast to increase significantly to 2043, the location and rate of growth will vary significantly across the area. While Auckland, Hamilton and Tauranga are all forecast to grow strongly, nine predominantly rural districts to the south of the area are forecast to have population declines over the same period. Northland, Taupō and the districts surrounding Hamilton and Tauranga are forecast to experience moderate growth.

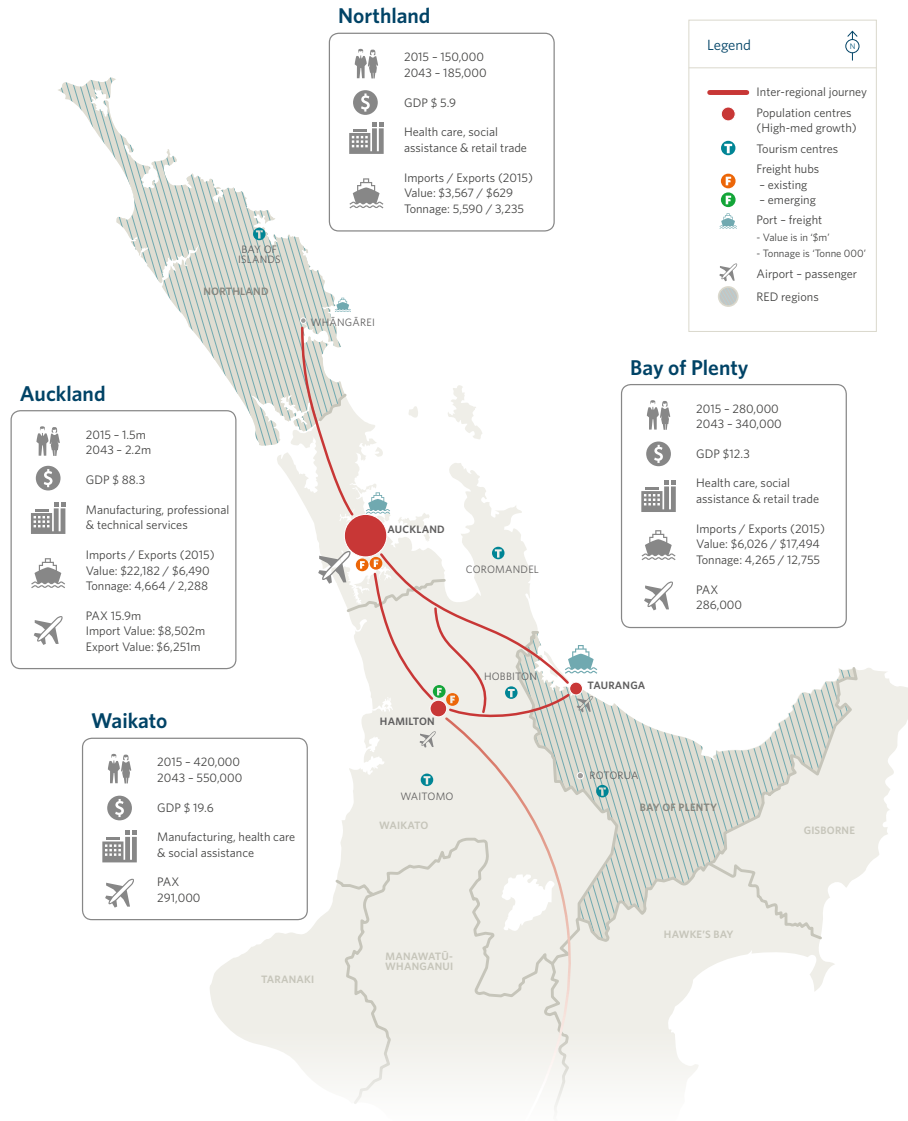
The current economic drivers in the upper North Island economy are expected to continue. This includes on-going growth in commercial, service and construction sectors in the main urban centres (and particularly Auckland), with rural production continuing as the mainstay of provincial economies in Northland, Waikato and Bay of Plenty.

It is anticipated that there will be an increase in the freight task over time in line with population and economic growth, with particular growth in the movement of manufactured and retail goods, general freight, construction materials and waste. Due to their location in the north of the country, the Ports of Tauranga and Auckland are expected to remain the country's primary import and export gateways, supported by Auckland airport for the movement of time critical, high value cargo.

Tourism is forecast to grow strongly over the coming decade. With approximately 70 percent of international visitors entering the country via Auckland International Airport, strong growth in visitor numbers is expected in the main tourist centres across the upper North Island.

Growth in transport demand is expected to be strongest within the main urban centres and on the key inter-regional journeys that link them, reflecting the forecast concentration of population and economic growth in these areas.







## INTER-REGIONAL JOURNEY: CONNECTING THE LOWER NORTH ISLAND

Within the lower North Island, four key inter-regional journeys connect the main urban centres. The journeys converge on Palmerston North as the primary logistic and distribution hub serving the lower North Island. Three of the journeys link the major urban areas of the lower North Island, while the fourth (Palmerston North to Piarere) links the lower North Island with northern regions.

### Piarere to Palmerston North

This journey provides the primary land link between the upper and lower North Island. Together State Highway 1 and the North Island Main Trunk Line provide the main corridors that enable the flow of high value import, export and domestic freight to ports and markets.

Through the central plateau (Taupō to Waiōuru) the State Highway 1 corridor is constrained by topography. Along the edge of Lake Taupō and through the Three Sisters on the Desert Road the narrow, windy alignment of the road is inconsistent with its classification as a national strategic corridor under the One Network Road Classification (ONRC). The Desert Road section of the journey is also subject to regular closures due to weather events and crashes, although reasonable alternate north-south routes are available in most situations.

The rail journey is generally reliable but incomplete electrification of the network hampers journeys, with locomotive changes between Auckland and Wellington adding to overall journey times.

### Palmerston North to New Plymouth

The journey between Palmerston North and New Plymouth connects a significant dairy production centre in Hāwera to distribution centres in Palmerston North. The Fonterra processing plant in Hāwera is one of the largest in the country. It receives liquid milk from across the lower North Island and produces a range of products that are transported to consolidation centres in Palmerston North and on to ports in Tauranga and Napier. The journey also provides the southern road and rail connections between Taranaki and the remainder of the North Island.

Generally the journey is reliable but with some capacity issues emerging between Bulls and Sanson where multiple journeys come together on the State Highway 1 corridor.

### Palmerston North to Napier

The journey provides the critical link between Palmerston North and Napier Port – the largest port in the lower North Island and the fourth largest export port in New Zealand.

The journey also provides the main southern connection between the Hawke's Bay and the remainder of the lower North Island. The journey corridor is generally fit for purpose although there are resilience issues in the Manawatū Gorge, and issues of safety and efficiency for freight accessing Napier Port.

### Palmerston North to Wellington

This journey enables the movement of imported and domestic freight from Palmerston North to markets in Wellington. From Kāpiti south to Wellington, the inter-regional journeys are forced to pass through existing communities and integrate with high volumes of local movements and commuter flows on the strategic networks.

The network between Levin and Wellington currently experiences significant delays and poor travel time reliability due to high peak flows (both daily commuter and during weekends and holiday periods). The network south of Levin is also subject to resilience issues with a lack of viable alternate routes resulting in significant disruption in the event of closure caused by storm events, flooding and crashes.

North of Levin, State Highway 1 is not able to accommodate high productivity motor vehicles (HPMV) due to structural issues with the Whirokino Trestle Bridge across the Manawatū River, forcing these vehicles to take a 15km detour.

CentrePort, the northern terminus for Cook Strait ferry services, is a key strategic hub for the movement of people (including significant numbers of tourists) and goods between the North and South islands. While not one of New Zealand's largest ports, CentrePort's freight task is growing with connections to inland hubs in Palmerston North, Whanganui, and Waingawa in the Wairarapa. This growth is partly driven by the significant volume of wood making its way from Waingawa (near Masterton) to Wellington but also by the increased growth in general commodities and consumables.

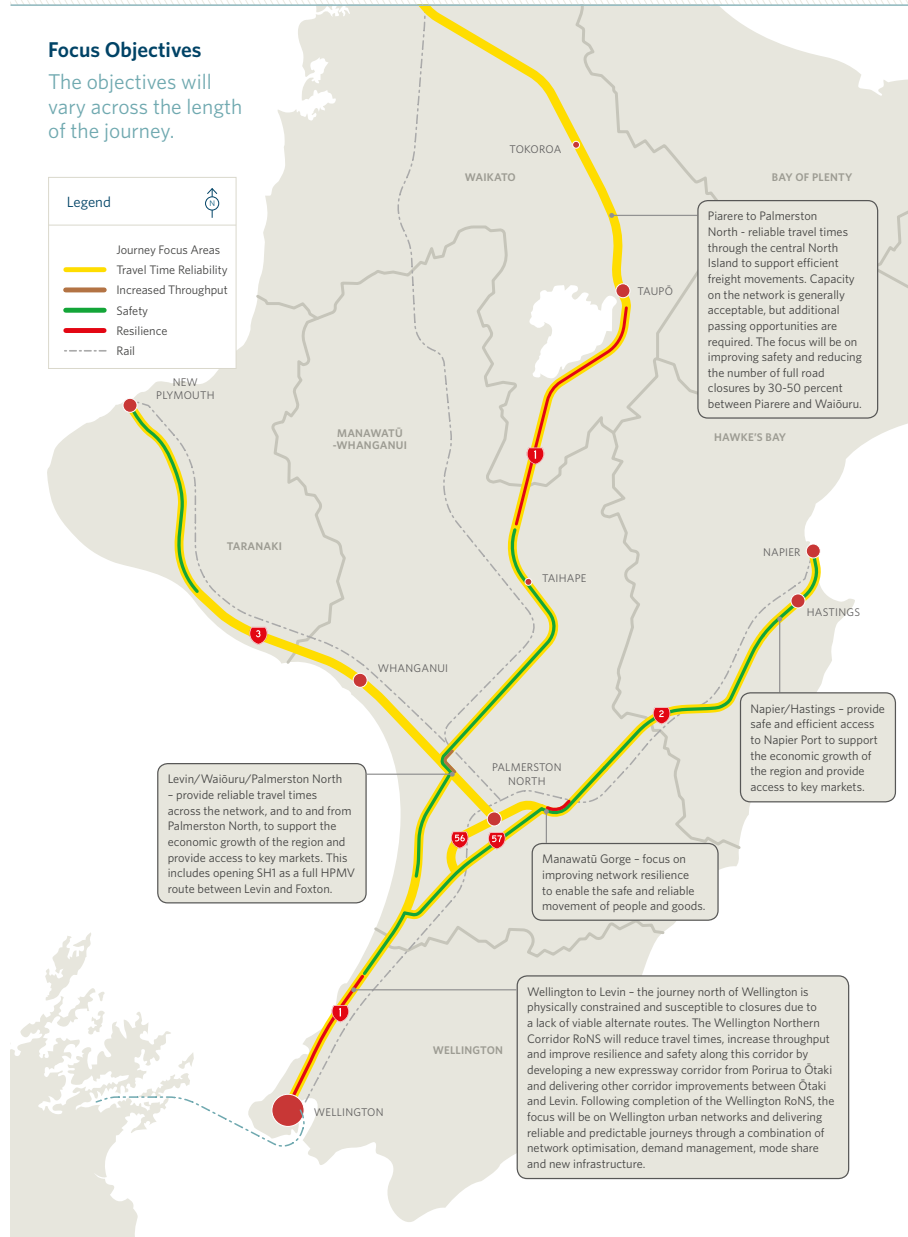
All of the above road journeys are subject to safety issues to some degree, with the unforgiving nature of corridors contributing to high numbers of crashes including deaths and serious injuries. As the journeys converge on Palmerston North they also share issues of safety and poor network efficiency as heavy vehicles are required to use the Palmerston North local road to access distribution centres to the north-east and south of the city.

### Focus Objectives

The objectives will vary across the length of the journey.

**Legend**

- Journey Focus Areas
- Travel Time Reliability
- Increased Throughput
- Safety
- Resilience
- - - Rail



Levin/Waiouru/Palmerston North - provide reliable travel times across the network, and to and from Palmerston North, to support the economic growth of the region and provide access to key markets. This includes opening SH1 as a full HPMV route between Levin and Foxton.

Manawatu Gorge - focus on improving network resilience to enable the safe and reliable movement of people and goods.

Wellington to Levin - the journey north of Wellington is physically constrained and susceptible to closures due to a lack of viable alternate routes. The Wellington Northern Corridor RoNS will reduce travel times, increase throughput and improve resilience and safety along this corridor by developing a new expressway corridor from Porirua to Otaki and delivering other corridor improvements between Otaki and Levin. Following completion of the Wellington RoNS, the focus will be on Wellington urban networks and delivering reliable and predictable journeys through a combination of network optimisation, demand management, mode share and new infrastructure.

Piarere to Palmerston North - reliable travel times through the central North Island to support efficient freight movements. Capacity on the network is generally acceptable, but additional passing opportunities are required. The focus will be on improving safety and reducing the number of full road closures by 30-50 percent between Piarere and Waiouru.

Napier/Hastings - provide safe and efficient access to Napier Port to support the economic growth of the region and provide access to key markets.



# GROWTH CENTRE: NEW PLYMOUTH



Taranaki is home to 113,600 people, with approximately half the population (54,800) living in the city of New Plymouth. By 2043, New Plymouth's population is expected to reach approximately 65,400. The region's topography limits the scope for growth to the west and south of the city, so the majority of recent growth has occurred in residential developments to the east of New Plymouth.

Taranaki has the highest gross domestic product (GDP) per capita in New Zealand, contributing 4 percent of New Zealand's GDP from just 2.5 percent of the country's population. The region's economic performance is underpinned by two high-income, export-oriented sectors: dairy farming and the oil and gas industries. Dairying is the dominant farming type in Taranaki. The agricultural processing industry located at Hāwera (milk processing); Kapuni (milk processing and agri-nutrients) and Eltham (Mainland Products) are significant employers. The oil and gas industry is of

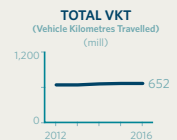
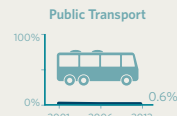
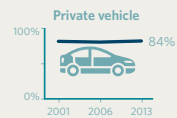
strategic importance to the region and the nation, and provides about 41 percent of the regional GDP and 2.2 percent of regional employment. Petroleum and natural gas exploration and production has been a significant contributor to the Taranaki economy since the 1970's. With global fuel prices currently at low levels, limited exploration, and the on-going development of electric vehicles there is some uncertainty around the long-term contribution of the petroleum industry in Taranaki.

### POPULATION



2013 54.8k  
2043 65.4k

### JOURNEYS TO WORK



## The New Plymouth transport system

New Plymouth is generally well connected and fit for purpose, with capacity to accommodate projected traffic volumes in most areas. The key area of pressure on the transport system is the link between New Plymouth city centre and the residential and business growth areas to the east of the city. Over the next 20 years, between 5000 and 6000 new homes will be built on greenfield sites to the east of New Plymouth at Bell Block, Highlands Park and Barrett Road. This will create additional traffic demand along State Highway 3 east and may exacerbate existing safety issues along this corridor. A business case process is underway for this part of the network to manage current issues and future proof this route.

There are currently over 1,000 heavy vehicles on Taranaki roads each day. This has a significant impact on local roads in particular. Oil and gas will continue to place the greatest demand on the transport system during the exploration, development and initial production phases of petroleum exploration. However, in the longer term, most petroleum exploration products will end up being piped to various destinations. Dairy contributes a number of short intra-regional freight movements within the region. There is a trend of substantial increases in the movement of logs exported through Port Taranaki. For the 2011/12 period, 330,000 tonnes of wood were freighted out from Taranaki, a tenfold increase from 2006/07. Forests ready for harvesting are forecast to potentially peak over the next 10-20 years.

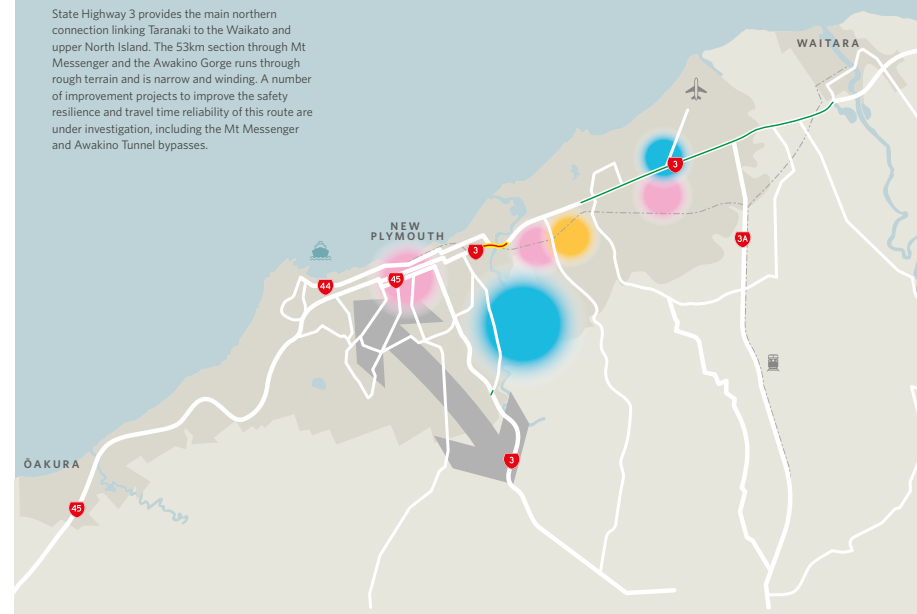
State Highway 3 provides the main northern connection linking Taranaki to the Waikato and upper North Island. The 53km section through Mt Messenger and the Awakino Gorge runs through rough terrain and is narrow and winding. A number of improvement projects to improve the safety resilience and travel time reliability of this route are under investigation, including the Mt Messenger and Awakino Tunnel bypasses.

### Objectives

- Ensuring a regionally and nationally integrated transport network by taking 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.
- Facilitating growth and economic development.
- Reducing the safety risk on the transport network by targeting interventions that address contributing factors in crashes including alcohol, speed, loss of control and intersections.
- Maintaining and improving access to public health services and facilities, education, employment or social services.
- Ensuring network resilience and responsiveness.

### Legend

- Expected population growth area
- Expected business growth area
- Existing employment centre
- Poor urban travel time predictability
- Significant resilience issue
- Safety high risk urban corridors



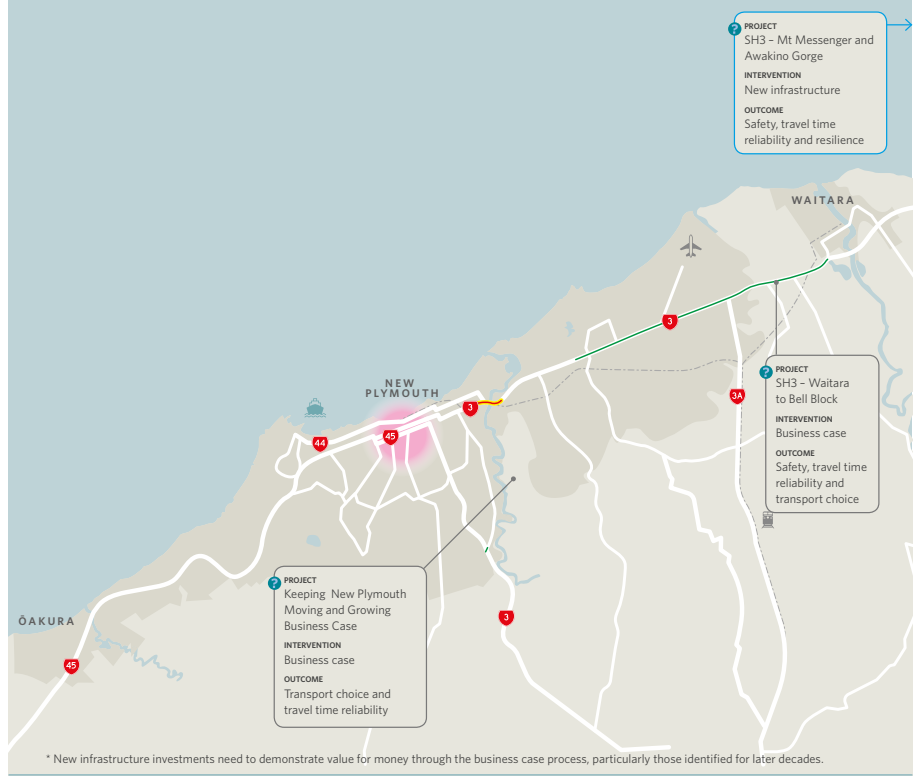
**Immediate Priorities and Future Opportunities\***

**TRANSPORT SYSTEM-WIDE INTERVENTIONS**

- Support development of the New Plymouth Network Operating Framework as a tool for optimising network performance

**Legend**

- Committed
- Investigation
- 2018-27
- No timeframe



\* New infrastructure investments need to demonstrate value for money through the business case process, particularly those identified for later decades.

## STRATEGIC CONTEXT: LOWER NORTH ISLAND



The lower North Island includes the regions of Taranaki in the West, Manawatū-Whanganui in the centre, Gisborne and Hawke's Bay on the East Coast, and Wellington. Approximately 25 percent of New Zealand's population live in this area.

Wellington City, as the country's capital has the highest population at just under 500,000. As the home of central government, it is dominated by public administration and services although knowledge based industries, specialist manufacturing and distribution industries make significant contributions. Elsewhere, primary production is a major focus of the rural lower North Island regions, particularly dairy, forestry and agriculture, with viticulture and tourism an increasing focus on the East Coast and in the Wairarapa.

Other economic activity in the region includes petroleum exploration and production in Taranaki and tertiary education and research in Palmerston North.

The centre of the North Island is characterised by challenging topography, elevation and relatively unproductive land. These factors have combined to form a sparsely populated area stretching from

northern Taranaki in the west, through the Central Plateau to northern Hawke's Bay and Gisborne in the east.

In economic terms, much of the lower North Island has been outperformed by other areas of New Zealand. Manawatū-Whanganui, Hawke's Bay and Gisborne regions have been identified as Regional Economic Development areas as part of the Government's business growth agenda.

While the GDP of each of these areas has been growing at about the national rate over the last decade, GDP per capita and median household income have been declining and sit significantly below the national rate. Unemployment is well above the national average.

Global forces have taken a large toll on jobs. Traditional job creators including agriculture and manufacturing have become less labour intensive and some activities have disappeared altogether reducing

employment opportunities. The decline of manufacturing has been very severe and long term. The decline of these two sectors has left each of the regions vulnerable because of their narrow economic base.

Given the East Coast's remoteness and difficult terrain, and the export orientation of much of its economic activity, transport connectivity is highly important to access labour, supplies and domestic and international markets.

The Manawatū-Whanganui region is located at the centre of five road and rail networks which connect Hawke's Bay, Wellington, Taranaki and other parts of the region. Palmerston North is near the centre of the region's transport network.

### The Lower North Island transport system

Overall, the transport system is fit for purpose. There are significant capacity pressure points on the network in and around Wellington, and there are a number of resilience and safety hotspots, but in general the networks deliver reliable journeys for customers.

The transport system in the lower North Island is diverse, serving a wide range of customers and destinations. The transport corridors that pass through the central North Island are a key part of New Zealand's economic lifeline, enabling the movement of people and goods between key centres of production, consumer markets and freight distribution hubs. Traffic volumes tend to drop significantly through the centre of the island, particularly between Taupō and Bulls, however State Highway 1 and the North Island Main Trunk Line provide the critical transport link between the upper and lower North Island.

The majority of the country's imports arrive in the upper North Island (69 percent by volume and 82 percent by value). With 50 percent of the country's population living south of the upper North Island there is a significant freight task (involving coastal shipping, rail and road) to move imported products to consumers elsewhere in the country.

Palmerston North has emerged as the key distribution and logistics hub for the lower North Island, reflecting its strategic location and quality connections to both road and rail networks connecting to Wellington, the Wairarapa, Hawke's Bay and the Taranaki

regions. It is the key staging point for high value imported and domestic freight moving from the upper North Island to markets in the lower North Island. It also offers good access to the hinterlands that produce New Zealand's export commodities, and provides a collection and distribution hub for products exported through the ports of Napier, New Plymouth, Wellington, Tauranga and Auckland.

As a result, Palmerston North has become the nexus for many of the inter-regional journeys occurring in the lower North Island. There are significant rail and road flows to and from Taranaki focused on the movement of raw and processed dairy products to and from the large Hāwera processing plant.

Movements to the east are primarily goods moving by road to and from the Port of Napier. The flows to the south are dominated by the movement of goods to service the large Wellington market, although some goods do continue on to the South Island (and vice versa) via the Cook Strait ferry service.

Economically, Wellington is relatively isolated from the rest of the Lower North Island and this is reflected in the small traffic and freight flows between the two. There are strong daily commuter flows into and out of central Wellington from across the greater Wellington urban area, and extending as far afield as the Kāpiti Coast and the Wairarapa. Rail commuter services run between Waikanae and Wellington on the west coast and between Masterton and Wellington to the north-east. CentrePort in Wellington is also of national importance from a freight efficiency perspective to enable connectivity between the North and South Islands.

Finally, the Gisborne region depends heavily on its connection to the lower North Island via Napier. This connection serves as an essential lifeline that supports social and economic outcomes in the Gisborne region.

### Future change drivers

While all regions in the lower North Island are forecast to experience some degree of population growth in the period to 2043, this growth is not evenly spread. Within each region, the growth is concentrated on the main urban centres. There are a significant number of rural councils within each region that are forecast to experience population decline over this period. The decline in population is likely to highlight issues around the affordability of maintaining

existing networks and challenge the ability of councils to raise local share under current funding arrangements.

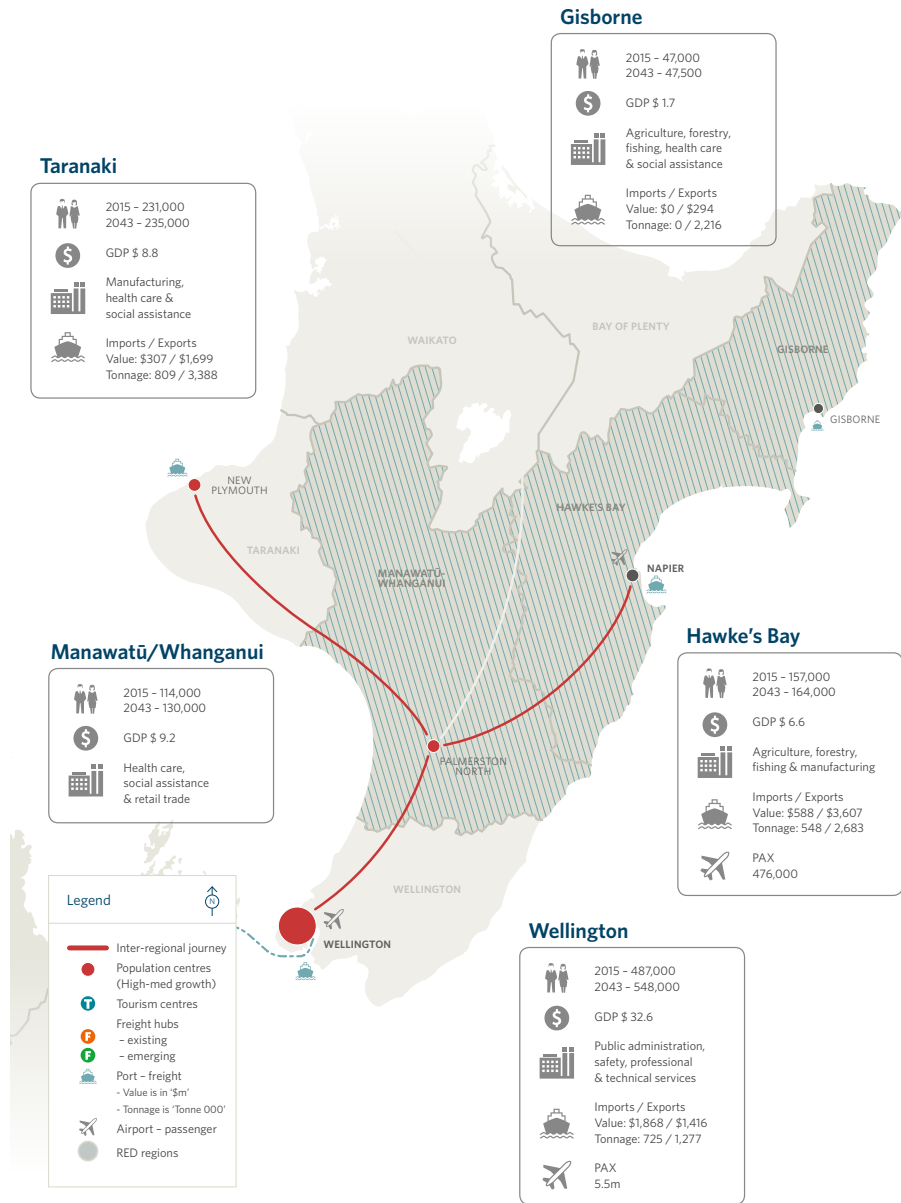
Current economic drivers are largely expected to continue, with an ongoing emphasis on primary production for much of the lower North Island.

The urban centres of Wellington, New Plymouth, Palmerston North and Napier/Hastings will remain the key economic hubs within their respective regions.

Across the lower North Island, there will be significant areas of forest that will be ready to harvest in the next 15 years. While the scale and timing of the harvest will depend on export and processing demand, there is potential for a significant increase in the movements of logs to port.

This increase is forecast to peak in the mid-2020s and will be for a fixed period of time, with volumes expected to drop back to routine levels by the early 2030s. The majority of forestry volumes are conveyed by road, with rail options available to Napier, Wellington and New Plymouth. Trucking to log hubs will continue to increase to alleviate storage and congestion at export ports.

Petroleum and natural gas exploration and production has been a significant contributor to the Taranaki economy since the 1970's. With global fuel prices currently at low levels, limited exploration, and the on-going development of electric vehicles there is some uncertainty around the long-term contribution of the petroleum industry in Taranaki.





## Agenda Memorandum

**Date** 14 June 2017



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

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

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

B G Chamberlain, Chief Executive

**Document:** 1866294

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### Purpose

The purposes of this item are:

- to update the Committee on the need for a mid-term review of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* (the RLTP or the Plan);
- to seek support of the proposed approach, process and timeframes for the mid-term review of the RLTP; and
- to seek high-level guidance on potential changes, particularly to the strategic policy framework in Section 4, that should be considered as part of the review.

### Executive Summary

The Committee is required to undertake a mid-term review of the current RLTP and submit this to the NZ Transport Agency by the end of April 2018. This memorandum outlines the proposed approach, process and timeframes for the mid-term review of the RLTP and seeks high-level guidance from the Committee on suggested changes to the Plan.

### Recommendations

That the Taranaki Regional Council:

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

## Background

### Statutory framework

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 made a number of significant changes to regional transport planning and funding. Under these changes, regional land transport strategies and regional land transport programmes were replaced by a new single regional planning document – the regional land transport plan, which combines elements of both former documents.

The first such plan for the region, the *Regional Land Transport Plan for Taranaki 2015/16–2020/21* (the Plan or RLTP), was developed during 2014/15 and approved by Council in April 2015. It came into effect on 1 July 2015, and can be viewed [here](#).

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 Plan enables Taranaki's approved organisations (the four councils) and the NZ Transport Agency to bid for funding for land transport activities in the Taranaki region from the Government's National Land Transport Fund (NLTFund).

Based on the Plan, the Transport Agency then decides which activities it will include in the three-yearly National Land Transport Programme (NLTProgramme). Once included in the national programme, an activity can then be funded from the NLTFund and subsequently delivered.

### Period covered

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

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 (ten financial years in total from 1 July 2015 to 30 June 2024). 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

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

### Purpose

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.

### Structure of the Plan

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

- The first part of the Plan, the 'strategic front-end' outlined in Section 4, provides the strategic policy framework (refer **Attachment 3**).
- The second half of the Plan is a more technical 'programme component', which contains the regional programme of transport activities for which funding support is being sought from the NLTFund.

### Monitoring, reviews and variations

Section 7 of the current RLTP sets out how the Plan will be monitored, reviewed and varied (refer **Attachment 2**).

Members will recall that annual **monitoring** reports are produced after each financial year of the Plan, to help assess implementation of the RLTP and the performance of the activities within it. The reports detail progress towards strategic objectives and delivering planned activities, including an outline of progress on regionally significant activities.

- The RLTP Annual Monitoring Report for 2015/16 (the first year of the current RLTP) was presented to the Committee's September 2016 meeting, and can be read [here](#).
- The RLTP Annual Monitoring Report for 2016/17 (the second year of the current RLTP) will be compiled in the first quarter of 2017/18, and brought to the Committee for adoption.

The process for considering and approving **variations** to the Plan has gone well, with a sixth variation presently going through the approval process (refer separate Memorandum). No variation request has triggered the Significance Policy requiring an earlier review of the Plan.

### Mid-term review

Regional land transport plans must be issued every six years and reviewed every three years. Specifically, the LTMA states:

#### *18CA Review of regional land transport plans*

- (1) A regional transport committee must complete a review of the regional land transport plan during the 6-month period immediately before the expiry of the third year of the plan.*
- (2) In carrying out the review, the regional transport committee must have regard to the views of representative groups of land transport users and providers.*

The interim review of the RLTP needs to be completed by the end of April 2018, so that any updates to the programme of activities can feed into the three-year NLTP programme that will be published in July 2018 (NLTP 2018-21).

The process for the three-year review of RLTPs is not prescribed under the LTMA. Nor does the Act provide guidance as to the scale or scope of the review. However, the following considerations have informed the recommended approach:

- The strategic policy framework of the RLTP has a long-term outlook (10-30 years) and therefore should have some longevity. A full review of the long-term policy framework just two years after adoption would seem inconsistent with this purpose.
- The 2013 amendments to the LTMA in relation to the planning and funding framework sought to reduce the prescription and duplication of consultation in relation to transport planning and funding.
- The LTMA describes a review being completed in a six-month period, which signals a fairly limited review scope since a more significant scale review would require a much longer timeframe to complete.
- The main value of the mid-term review would appear to be in ensuring that activities and projects in the second three-year period of the six-year programme are updated as needed to accurately feed into the NLTP consideration.

The NZ Transport Agency has provided some guidance on the mid-term review, which notes that, while all that is required is that the RTC checks whether the plan remains valid and fit for purpose, the following checks are recommended:

1. Check that the problems/opportunities, benefits and objectives described in the current RLTP are still valid (its strategic direction).
2. Check whether the plan meets the principles of the business case approach, including all six key features.
3. Check that the programme of activities included in the plan is up to date and ideally prioritised in a way that reflects the region’s priority objectives.

The table below provides an initial assessment against these checks, and the considerations recommended by the Agency, to help guide the review.

Required checks	Considerations	Comments
Check whether the <b>problems / opportunities, benefits and objectives</b> (and their relative priority) described in the current RLTP are <b>still valid</b> .	<ul style="list-style-type: none"> <li>• Has anything significantly changed in the last three years in terms of the strategic context?</li> <li>• Are the problems identified still of relevance and importance?</li> <li>• Are objectives, policies and measures still valid and relevant? Do they align with the Government Policy Statement on Land Transport (GPS)?</li> </ul>	<p>A desktop review of the issues, problems, benefits and strategic objectives recommended, along with an 'Investment Logic and Benefit Mapping' (ILM) workshop – refer below. Will be informed by: RLTP Annual Monitoring reports, draft GPS 2018, sector research, the regional economic development strategy (TREDS), the Accelerated Regional Rooding Programme (ARRP) works, Activity Management Plans and Corridor Management Plans.</p> <p>The main change since the preparation of the RLTP has been the embedding of the BCA and ONRC into the transport system.</p>
Check whether plan meets the <b>principles of the business case approach</b> including containing all six key features.	<p><u>Four key principles:</u></p> <ol style="list-style-type: none"> <li>1. The importance of accurately identifying a problem and its consequences.</li> <li>2. The stating of the benefits associated with addressing the identified problem(s).</li> <li>3. The need to explore alternatives and options and then build the case of a particular response –</li> </ol>	<p>The current RLTP was the first iteration of its kind, and was developed during a period of significant change and uncertainty within the transport sector. While efforts were made to apply BCA principles to the Plan, these can definitely be improved on. The sector has come a long way in embedding the BCA into its planning processes, and expectations for the RLTP are far clearer for the mid-term review than they were for the original development.</p>

	<p>with clear logic and evidence to support it.</p> <p>4. The need for informed discussion by the relevant parties throughout the development process.</p> <p><u>Six key features:</u></p> <ol style="list-style-type: none"> <li>1. Clear statements on what the highest priority <b>issues or problems</b> relating to transport in the region are – supported by evidence.</li> <li>2. Clear statements on the highest priority <b>benefits / outcomes</b> the region is seeking from investing in transport.</li> <li>3. A clear set of <b>regional objectives</b> that will address these problems and outcomes.</li> <li>4. A clear view of the <b>relative priority</b> of these <b>objectives</b>.</li> <li>5. Evidence that <b>stakeholders</b> have been <b>involved</b> in helping to identify the <b>problems, outcomes and objectives</b>.</li> <li>6. A clear, logical story that shows how the region's <b>programme</b> has been <b>prioritised</b> to deliver on the priority objectives.</li> </ol>	<p>One of NZTA's primary requirements for the review of the RLTP is that the principles of the BCA be applied. One of the first steps of the BCA process is to ascertain if the principles, benefits and outcomes sought as reflected in the existing RLTP have remained the same or have changed. The BCA encourages holding (ILM) structured workshops with key stakeholders under the guidance of an independent qualified ILM facilitator. ILM workshops put the emphasis on gaining a clear understanding of the problem (or opportunity), the consequence of the problem and the desired benefits — before looking at possible solutions.</p> <p>It is therefore proposed that two consecutive two-hour workshops be held to assist officers with:</p> <ul style="list-style-type: none"> <li>• BCA re-framing of the RLTP's strategic policy framework</li> <li>• Narrowing down the key issues (currently 7 identified whereas BCA recommends focus on 3-4) and applying weighting to these problem statements</li> <li>• Assisting with establishing the region's priorities</li> <li>• Ensuring that the BCA has been appropriately applied to the RLTP review.</li> </ul>
<p>Check that the <b>programme of activities</b> included in the plan is <b>up to date</b> and ideally prioritised in a way that <b>reflects the region's priority objectives</b>.</p>	<ul style="list-style-type: none"> <li>• What <b>progress</b> has been made so far in terms of completing the work <b>programme</b>? What has been achieved? What has slipped? What more do we know?</li> <li>• Any activities that are <b>new</b> and need to be <b>added</b> to the RLTP?</li> <li>• Any activities that have <b>changed substantially</b> and need to be <b>updated</b> in the RLTP?</li> <li>• Any activities that are <b>no longer relevant</b> and that need to be <b>removed</b> from the RLTP?</li> </ul>	<p>Analysis of progress in delivering activities against the RLTP programme and strategic objectives is undertaken through annual monitoring reports, which will be used for reference.</p> <p>Based on revised local transport programmes from approved organisations and the NZTA, which organisations will be updating in TIO — for extraction into a regional programme of activities.</p>

## Approach, process and timeline

### General approach

It is believed that the RLTP is functioning well in its current form, and there should be no need for major changes at this time. However, there is a need to ensure that the NZ Transport Agency requirements regarding the principles of the BCA are better applied, as outlined in the table above.

An approved facilitator will be engaged to run a two-part structured ILM workshop with key stakeholders, including members of the RTC and RTAG, in order to:

- provide guidance to officers reviewing the RLTP's strategic policy framework and revising the regional prioritisation process
- help meet the LTMA requirement of the review having “regard to the views of representative groups of land transport users and providers”, and

- provide the NZTA with confidence that the principles of the BCA are being applied to the RLTP.

It is noted that a full review of the Plan will be undertaken in the last year of the current plan (2020/21).

### Process

It is proposed that the interim review be pre-dominantly a desktop exercise, guided by the RTAG, with overview provided by the Committee. The following approach is proposed:

- The general strategic direction is checked/reconfirmed.
- Minor adjustments are made to the language and structure of the Plan (primarily within 'Section 4 – Strategic Direction') to:
  - better reflect sector changes towards the Transport Agency's Business Case Approach (BCA) and One Network Roding Classification (ONRC) in particular
  - ensure consistency with the revised *Government Policy Statement on Land Transport* (GPS 2018)
  - strengthen aspects related to resilience and recovery which have become more prominent in recent times.
- No changes are made to the two "significance policies" within the Plan:
  - the policy for determination of 'significant activities' within the Plan requiring prioritisation (page 40 of RLTP)
  - the 'significance policy in relation to Plan variations' (page 59 of RLTP which is provided as part of **Attachment 2**).
- 'Section 5 – Regional Programme of Activities' is updated, including:
  - updates to the estimated activities and costs for the last three financial years of the Plan (2018/19, 2019/20, 2020/21)
  - the prioritisation process is updated to reflect the Transport Agency's revised *Investment Assessment Framework* (IAF 2018) which is being applied to all requests for funding from the NLTP 2018
  - references to the accelerated regional roading programme, in particular the completion of the SH3 Normanby Overbridge Realignment and the progress of the SH3 Awakino Gorge to Mount Messenger projects.
- Corresponding updates are made to the ten-year expenditure and revenue forecasts within Section 6.3 and Appendix IV.
- Appropriate updates are made to reflect the Regional Economic Development Strategy (REDS) work underway (Taranaki is part of the 3<sup>rd</sup> tranche of REDS), and potential projects that may come from that workstream.
- In-line with the Plan's strategic focus for an increased provision of alternative modes, and signals from the REDS, it is proposed to include a preliminary list of emerging tourism routes for both self-driving and cycling.

The update of Section 5 may mean that additional projects are brought forward for inclusion within the 2018-21 NLTP. While it is not expected that there will be major projects coming forward, there is hope for more activities related to tourism and/or active modes.

### **Timeline and engagement**

The review must be completed and changes submitted to the Transport Agency by 30 April 2018. A broad timeline for the review, alongside key national level and local planning dates, is provided in **Attachment 1**.

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

Full public engagement on the RLTP review will only be required if any changes made to the Plan are considered to be significant. The RLTP significance policy will guide this decision (refer **Attachment 2**). The timeline currently allows sufficient time for public engagement should the need eventuate as our understanding develops about the likely nature of any changes resulting from the review.

### **Decision-making considerations**

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

### **Financial considerations—LTP/Annual Plan**

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

### **Policy considerations**

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

### **Legal considerations**

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

### **Appendices/Attachments**

Within document: Attachment 1 – Timeline for Taranaki RLTP mid-term review  
Document 1877836: Attachment 2, RLTP Section 7 – Monitoring, reviews and variations  
Document 1877834: Attachment 3, RLTP Section 4 – Strategic framework

### Attachment 1 — Timeline for Taranaki RLTP mid-term review

Timeline for Taranaki RLTP Mid-term Review

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

We are here



## 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 final Plan will be released by 30 April 2015. This means the next major review of this Plan must take place by May 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.

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

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

### Consultation procedure to follow

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

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

## 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 2015 (GPS 2015)* 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 5 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)
<b>1. Ensuring a regionally and nationally integrated transport network</b>		
<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><b>An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness.</b></p> <p><b>Policies:</b></p> <ul style="list-style-type: none"> <li>▪ Take a one network approach to managing the transport system.</li> <li>▪ Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Promoting integration of land use and transport planning.</li> <li>▪ Promoting appropriate integration between land, air and sea modes of transport when developing and implementing land transport activities.</li> <li>▪ Promoting cooperation between agencies when developing and implementing land transport activities and initiatives, including development of this Plan.</li> <li>▪ Taking a one network approach – state highways, local roads, public transport, active modes – with supporting policies to promote efficiencies and collaboration.</li> <li>▪ Promoting the integration of public transport networks with other modes (especially walking and cycling) through effective urban design.</li> <li>▪ Improving processes for partners to work together to proactively plan for and address transport needs.</li> </ul>

Issues and challenges	Objective and policies	Measures (methods)
<h2 style="text-align: center;">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. 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 markets in Australia and Asia.</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>Taranaki experienced 5.3% population growth over the last census period (2006–</p>	<p><b>An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.</b></p> <p><b>Policies:</b></p> <ul style="list-style-type: none"> <li>▪ Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.</li> <li>▪ Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.</li> <li>▪ Ensure those roads in the region serving tourism and the productive sector are fit for purpose.</li> </ul>	<ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Continuing incremental improvements to the overall performance of the whole transportation network, including rail, air and sea linkages – a one network approach.</li> <li>▪ Ensuring a fit for purpose standard of transport infrastructure that will not only maintain but also enhance economic development in the region.</li> <li>▪ Maintaining inter-regional corridors to ensure continued economic development opportunities.</li> <li>▪ Improving inter-regional reliability and route security (i.e. State Highway 3 north and south bound and State Highway 43).</li> <li>▪ 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.</li> <li>▪ Recognising the impact of inland freight hub developments.</li> <li>▪ Promoting and supporting the sealing of SH43.</li> <li>▪ Ensuring current and future reliability of the rail network to accommodate anticipated growth in freight movements.</li> <li>▪ Identifying future growth pressures on the network and forward planning to address those pressures, including the impact of subdivision development.</li> <li>▪ Identifying and addressing congested areas on the network particularly around New Plymouth.</li> </ul>

Issues and challenges	Objective and policies	Measures (methods)
<p>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"> <li>▪ Improving the efficiency and effectiveness of existing networks for all transport modes (including rail, air and sea). This includes enabling more freight on fewer trucks through the national HPMV and 50MAX programmes.</li> <li>▪ Addressing any deterioration in road surfaces and conflicts between heavy vehicles and other road users arising from industry growth.</li> </ul>



Issues and challenges	Objective and policies	Measures (methods)
<h3>3. Reducing the <b>safety</b> 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, 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 Roadsafe Taranaki’s collaborative road safety education programmes for the period of the Plan.</p>	<p><b>A safe transport network increasingly free of death and serious injury.</b></p> <p><b>Policies:</b></p> <ul style="list-style-type: none"> <li>▪ Promote infrastructure improvements on strategic corridors.</li> <li>▪ Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users.</li> <li>▪ Support the aims of Roadsafe Taranaki.</li> <li>▪ Support the aims of <i>Safer Journeys</i>.</li> </ul>	<ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Improving safety at intersections and crossings.</li> <li>▪ Increasing provision of passing lanes and/or passing opportunities, roundabouts and other safety design features.</li> <li>▪ Minimising conflicts between different traffic types e.g. trucks and cycles.</li> <li>▪ Adopting appropriate design to encourage safe walking and cycling.</li> <li>▪ Actively encouraging a culture of safe road use in Taranaki.</li> <li>▪ Supporting the efforts of Roadsafe Taranaki and promoting road safety programmes, particularly locally led prevention programmes.</li> <li>▪ Adopting appropriate enforcement and education programmes to address unsafe driver, pedestrian and cyclist behaviour.</li> <li>▪ 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.</li> <li>▪ 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.</li> </ul>

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><b>A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.</b></p> <p><b>Policies:</b></p> <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Optimise existing capacity in the transport network through travel demand management measures.</li> <li>▪ Ensure a range of travel options are available to the</li> </ul>	<ul style="list-style-type: none"> <li>▪ Promoting the development of secure, reliable and efficient land transport infrastructure to provide appropriate access to public health services and facilities.</li> <li>▪ Improving access to public health services and facilities, employment or social services, and therefore social interaction.</li> <li>▪ Ensuring that opportunities for access to health, education, employment and leisure activities are catered for.</li> <li>▪ Providing efficient, reliable, cost effective and viable public transport services in the region.</li> <li>▪ Providing safe walking/cycling infrastructure and services.</li> <li>▪ Promoting active modes of transport (e.g. walking and cycling) and hence increased opportunities for physical activity and social interaction.</li> <li>▪ Supporting the Let’s Go project aims of enabling, educating and encouraging people to make the shift from cars to walking and cycling.</li> <li>▪ Recognising the needs of the transport disadvantaged (e.g. those that do not have access to a private motor vehicle).</li> <li>▪ Encouraging use of alternative transport modes that would enhance public health and safety, and minimising conflicts between traffic types.</li> <li>▪ Promoting the use of travel demand management tools to make better use of existing transport capacity.</li> <li>▪ Developing opportunities for greater travel choice in the region and a range of alternatives to the private motor vehicle.</li> <li>▪ 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.</li> <li>▪ Providing multi-modal travel choices for our communities in a</li> </ul>



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>region's residents.</p>	<p>well-integrated manner in order to ensure appropriate access, connectivity and resilience.</p> <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Providing the 'Connector' Hawera to New Plymouth regional daily bus service connecting north and south Taranaki.</li> </ul>



Issues and challenges	Objective and policies	Measures (methods)
<h2>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.</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><b>A land transport system that is robust, responsive to changing needs and resilient to external influences.</b></p> <p><b>Policies:</b></p> <ul style="list-style-type: none"> <li>▪ Improve the resilience of transport infrastructure.</li> <li>▪ Protect routes with lifeline functions.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Identifying potential network resilience issues and taking steps to remedy these.</li> <li>▪ Ensuring that roading structures carrying key lifeline utilities are reliable.</li> <li>▪ Ensuring appropriate transport incident management processes are in place.</li> <li>▪ Supporting the Taranaki Lifelines Advisory Group in identifying key regional infrastructure vulnerabilities and preparing for any infrastructure outage incidents.</li> <li>▪ Reduce infrastructure outage risks and minimise restoration time when outages occur.</li> <li>▪ Promoting the retention and maintenance of the SOL railway line to enable future opportunities to be realised.</li> <li>▪ Supporting initiatives that provide greater flexibility to address emerging issues in a proactive way.</li> </ul>



Issues and challenges	Objective and policies	Measures (methods)
<h2>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><b>An energy efficient and environmentally sustainable land transport system.</b></p> <p><b>Policies:</b></p> <ul style="list-style-type: none"> <li>Ensure transport efficiencies, promote alternative modes and manage transport demand.</li> </ul>	<ul style="list-style-type: none"> <li>Promoting energy efficiency, particularly via the promotion of alternative modes of transport, and alternative fuels.</li> <li>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.</li> <li>Encouraging and supporting more energy efficient transport modes such as walking, cycling, public transport services and increased vehicle occupancy.</li> <li>Promoting land use and transport planning initiatives that reduce the need to travel.</li> <li>Addressing adverse environmental effects associated with transport, including emissions to air, noise and vibrations and the discharge of water pollutants from road runoff.</li> <li>Ongoing consideration of possible heavy vehicle bypass routes of residential/commercial areas where appropriate.</li> </ul>



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><b>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.</b></p> <p><b>Policies:</b></p> <ul style="list-style-type: none"> <li>▪ Maximise efficiency and optimisation of existing capacity across the transport system.</li> <li>▪ Adopt a level of service (road classification) management approach.</li> </ul>	<ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Ensuring sufficient funding of strategic transport infrastructure so as not to hinder future economic growth and development</li> <li>▪ Maximizing network efficiency on the roading network, including through the travel demand management practices.</li> <li>▪ Promoting and supporting land use and transport planning initiatives that reduce the need to travel or which enhance network efficiency.</li> <li>▪ Optimising existing infrastructure through proven asset management practice.</li> <li>▪ Advocating for appropriate funding for Taranaki’s land transport infrastructure and related activities.</li> <li>▪ Advocating for a portion of levies from petroleum exploration to come back to the region.</li> </ul>

## 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 5: Summary of Taranaki's land transport issues, objectives and policies** – noting reference notations (in blue) that are used in Tables 2, 3 and 4

#	Issues	Objectives	Ref	Policies
1	Ensuring a regionally and nationally <b>integrated transport network</b>	<b>An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness.</b>	I1	<ul style="list-style-type: none"> <li>Take a one network approach to managing the transport system.</li> </ul>
			I2	<ul style="list-style-type: none"> <li>Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner.</li> </ul>
2	Facilitating <b>growth and economic development</b>	<b>An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.</b>	G1	<ul style="list-style-type: none"> <li>Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.</li> </ul>
			G2	<ul style="list-style-type: none"> <li>Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.</li> </ul>
			G3	<ul style="list-style-type: none"> <li>Ensure those roads in the region serving tourism and the productive sector are fit for purpose.</li> </ul>
3	Reducing the <b>safety</b> risk on Taranaki's transport network	<b>A safe transport network increasingly free of death and serious injury.</b>	S1	<ul style="list-style-type: none"> <li>Promote infrastructure improvements on strategic corridors.</li> </ul>
			S2	<ul style="list-style-type: none"> <li>Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users.</li> </ul>
			S3	<ul style="list-style-type: none"> <li>Support the aims of Roadsafe Taranaki.</li> </ul>
			S4	<ul style="list-style-type: none"> <li>Support the aims of <i>Safer Journeys</i>.</li> </ul>
4	Maintaining and improving <b>accessibility and travel options</b> throughout the region	<b>A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.</b>	A1	<ul style="list-style-type: none"> <li>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.</li> </ul>
			A2	<ul style="list-style-type: none"> <li>Optimise existing capacity in the transport network through travel demand management measures.</li> </ul>
			A3	<ul style="list-style-type: none"> <li>Ensure a range of travel options are available to the region's residents.</li> </ul>
5	Ensuring <b>network resilience and responsiveness</b> in the context of internal and external pressures	<b>A land transport system that is robust, responsive to changing needs and resilient to external influences.</b>	R1	<ul style="list-style-type: none"> <li>Improve the resilience of transport infrastructure.</li> </ul>
			R2	<ul style="list-style-type: none"> <li>Protect routes with lifeline functions.</li> </ul>
6	Reducing negative <b>environmental and community impacts</b> arising from transport	<b>An energy efficient and environmentally sustainable land transport system.</b>	E1	<ul style="list-style-type: none"> <li>Ensure transport efficiencies, promote alternative modes and manage transport demand.</li> </ul>
7	Addressing these issues in an environment of <b>constrained funding and affordability</b> yet rising costs.	<b>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.</b>	F1	<ul style="list-style-type: none"> <li>Maximise efficiency and optimisation of existing capacity across the transport system.</li> </ul>
			F2	<ul style="list-style-type: none"> <li>Adopt a level of service (road classification) management approach.</li> </ul>

## Agenda Memorandum

**Date** 14 June 2017



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

**Subject: State highway maintenance concerns**

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

B G Chamberlain, Chief Executive

**Document:** 1861408

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### **Purpose**

The purpose of this item is to advise the Committee of concerns regarding the maintenance of state highways throughout the region, and to seek support from the Committee in advocating for revision of the Network Outcomes Contract (NOC) model that is being used for maintaining the highways.

### **Executive Summary**

Local authority representatives on the Regional Transport Advisory Group have raised concerns about the maintenance of state highways throughout the region. Concerns focus on the need to revise the NOC model, in order to address the deteriorating condition of parts of the highway network that is being seen under the existing contract model. This item raises these concerns with the Regional Transport Committee and seeks support from the Committee in advocating to the NZ Transport Agency (in its capacity as the Road Controlling Authority for state highways) to revise the NOC model with some urgency.

### **Recommendations**

That the Taranaki Regional Council:

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

### **Background**

Concerns about the condition of state highways throughout the region have been developing for some time. The Regional Transport Advisory Group (RTAG) has discussed these increasingly serious concerns at its meetings this year (refer to the meeting minutes of 12 April 2017 and 24 May 2017 provided in Item 2 of this Agenda), with the focus being on the **maintenance** of the highways.

Concerns centre on the Transport Agency's new NOC contract model, which is now being used for maintenance of state highways throughout the country. This model has been in operation in Taranaki since 1 July 2014.

Some introductory information from the NZ Transport Agency on this contract model is attached to this Memorandum for the Committee's reference. Further reading is also available on the [Contractor Magazine](#) website.

## Discussion

Improving the efficiency of maintenance expenditure on roads has been a focus for the Government since the creation of the Road Maintenance Task Force and then the Road Efficiency Group (REG) alongside GPS 2012. There has been a strong drive for 'improved efficiency' to lower the cost of road maintenance throughout the country, both on state highways and local roads. The establishment and implementation of the One Network Rooding Classification (ONRC) is a key part of this.

Unfortunately, while "the NZTA's asset management approach has resulted in significant savings for state highway maintenance expenditure"<sup>1</sup>, there is concern that the drive for efficiency gains has been taken too far – with the result being a deterioration in the condition of state highways throughout the region.

Concerns noted include:

- Patching of pavements instead of rehabilitation – for example on Coronation Ave.
- The one way systems within New Plymouth have suffered cracking which has now progressed to rutting requiring significant repair.
- The pavement surface of SH3 through the northern entrance to Stratford.
- The quality of repairs being done.
- The lack of basic maintenance afforded to SH43 is very noticeable, for example, roadside drains holding stagnant water, slips blocking roadside drains, the lack of pavement repairs to remove areas of subsidence/failure, dirty or broken signage/edge marker posts.
- The 'patchwork quilt' of repairs on New Plymouth's urban arterials. Urban arterials provide for large volumes of traffic, heavies and include bus routes, shopping centres and cycle lanes. Loose chip and rough chip seal surfaces are a backward step in level of service and appearance (urban street quality).
- The quantity of renewal works being programmed and completed per year is considered too small. If this continues then the condition of state highways in this region will deteriorate beyond their classification.
- The creation of a huge bow wave of maintenance requirements for future generations that will be simply unaffordable.
- Sections of the highway continue to deteriorate, being 'peppered' with potholes.

Local authority representatives on the RTAG believe that the current NOC model is not getting the best whole of life cost for/from state highways. While the primary NOC objective was 'to do the least cost option', this seems to be translating into the highways

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<sup>1</sup> Cabinet Paper on Draft GPS 2018: Formal Engagement



frequently not getting the right treatment at the right time. Representatives question what is driving the contract behaviour that is being seen on the state highways throughout the region, and whether things are being driven too low in terms of saving money. Statistics appear to confirm that the state highway assets in the region are being 'sweated' – with maintenance cycles being extended and reactive treatments being more common.

The central concern is that this is reducing the useful life of the network, and lowering customer levels of service. There is also concern that the NOC does not sufficiently consider that there are different customer needs along the highway, especially in high volume urban environments.

The intervention levels, types and timing decisions that are being made under this contract are questioned. Maintenance issues on the highways seem to be left too long, with the treatment then chosen not necessarily considered the most appropriate. Representatives are concerned that there are aspects of the NOC that are too open to interpretation, which need clarification and/or tightening. Specifically, the current contract model appears to offer too much latitude to the contractor with regard to meeting the key performance indicators within the contract.

Local authority representatives of the RTAG wish to raise these concerns with the Committee and request support in advocating for a revision of the NOC model.

It is understood, from NZ Transport Agency representatives' at the most recent RTAG meeting, that the 'second generation' of NOC contracts is being authored currently. This provides an opportunity for Taranaki's concerns to be fed back into this process, with the hope being that the NOC model is revised to improve the concerning maintenance situation being witnessed throughout the region.

### **Decision-making considerations**

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

### **Financial considerations—LTP/Annual plan**

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

### **Policy considerations**

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

### **Legal considerations**

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

**Appendices/Attachments**

Document 1873884: NZTA Network outcomes contract background information



## Network outcomes contracts

The Transport Agency has moved away from the previous approach of utilising a range of different contract models in the maintenance business.

Having reviewed its asset management practices and procurement procedures for state highway maintenance and operations expenditure the Transport Agency introduced a number of changes to its existing procedures to obtain greater value for money and improved customer satisfaction.

The key changes introduced by the Transport Agency include:

- Network outcomes contracts, which see the Transport Agency take a more hands on approach with respect to strategic asset management and contract management
- Increased contract tenure subject to supplier performance
- Increased bundling of contract scope by type of activities and geographic area
- Network outcomes contracts which are performance based using key performance indicators to ensure desired outcomes are achieved
- Requirement for a minimum proportion of works undertaken by Subcontractors, average annual turnover
- The establishment of a Network Outcomes team in the National Office to deliver better strategic asset management and nationally optimise investment across all state highway activities.

The Network Outcomes Contract (NOC) delivery is now almost exclusively used throughout the state highway network.

The core maintenance activities covered by the NOC include:

- Network Management - asset management, journey management and safety management
- Physical works – maintenance and renewals of sealed pavement, drainage and structures, environmental maintenance, traffic services and operational traffic services
- Other network specific maintenance activities (eg tunnels) and local roads can be included as required.

The NOC provides for collaboration between the Transport Agency and suppliers to achieve positive network outcomes. The performance framework, contract risk profile and management plans have been designed to bring the contractors practices and decision making processes into line with the Transport Agency goals and objectives for state highways.

A key driver of the NOC is continuous improvement. To ensure transparency, learnings and clarifications are captured this NOC discipline has been developed as a single source of relevant information.

*For further information contact [HNONetworkOutcomesContractGMG@nzta.govt.nz](mailto:HNONetworkOutcomesContractGMG@nzta.govt.nz).*

### NOC resources and manuals

Information which is directly relevant to the network outcomes contract.

- [NOC manuals](#)
- [NOC tools](#)
- [Guidelines and reference documents](#)

### Communication and clarification

A key driver of the NOC is continuous improvement. To aid in developing our understanding of the NOC, communications, clarifications and FAQ's are provided.



## New era begins for looking after Taranaki's highways

17 Jun 2014 02:44 pm | NZ Transport Agency

A new road maintenance contract will open up promising new opportunities for the management of the state highway network throughout Taranaki, says the NZ Transport Agency.

Regional highways manager David McGonigal says the new \$55m contract will enable more efficient management of the state highway network, more incentive to innovate, opportunities for smaller firms to play a part, and better job security.

"In Taranaki, we have 530km of state highway, and it's a huge task to look after every inch of that network."

"It's a demanding area, with some tough terrain and changeable weather, and this contract will enable us to take a fresh, forward-thinking outlook to addressing some of the challenges we face throughout the highway network."

"This contract is geared to help us use resources more efficiently and deliver a high standard of highways for the public while managing the rising cost of operating the highway network."

"Contractors have a good incentive to be more proactive in identifying innovation when they are committed to more autonomous, performance-based contracts."

"The trend towards longer contracts also provides an opportunity for better job security for the people who work hard on our country's roads, and more assurance for employers to invest in their staff."

Mr McGonigal says the contract requires that a minimum of 20% of work be subcontracted to other firms. This has created further opportunities for local players who may not be in a position to bid for a large contract but are capable of making a meaningful contribution to the management of a vital strategic asset.

"Setting a minimum of subcontracted work will help to foster a healthy spread of work and expertise throughout the region."

Downer Maintenance Manager Dave Nicholls has welcomed the appointment.

"Downer Taranaki are excited by the opportunities the new contract brings, working directly with the NZ Transport Agency alongside contract partners Opus, Whitaker Civil Engineering and Cape Mowing"

"The new contract model encourages whole of life decision making by the successful supplier, and this means Downer will play an integral role in the process"

"It's great for Downer and our bid partners to have secured a contract with potentially six years of work ahead for us"

Mr McGonigal says the contract will be performance-based, with the focus being on the delivery of good quality outcomes for the network and all road users.

"Downer has been our maintenance contractor for the Taranaki region for some time, and they bring a wealth of experience, local knowledge and professional expertise."

The company has established depots in New Plymouth, Stratford and Hawera.

The new contract will take effect on 1 July 2014 and runs for five years with the opportunity to extend to six years.

Mr McGonigal says the Transport Agency is grateful to all the contractors who in recent years have contributed to the maintenance and management of the Taranaki state highway network.

## Agenda Memorandum

**Date** 14 June 2017



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

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

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

B G Chamberlain, Chief Executive

**Document:** 1875439

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### Purpose

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

### Recommendation

That the Taranaki Regional Council:

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

### Background

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

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

Patronage for the quarter was 143,253, an increase of 12% from the 127,914 recorded in the same period in 2015/2016. However, this is because the number of transfers increased from 11,605 in 2015/2016 to 17,935, a 55% increase. This is the result of the operational changes made as part of the school services under trial from Urenui, Tikorangi and Lepperton. Compared to 2015/2016 patronage gains were recorded in Child/Student 14%, Beneficiary 3% and Access 1%. Patronage was down in the Tertiary (18%), WITT (5%), Adult (3%) and Seniors/SuperGold (3%) categories.

Figure 1 shows the total monthly patronage recorded during the third quarter for the two previous financial years and 2016/2017.

**Figure 1: Citylink patronage comparison 3rd quarter of 2014/2015, 2015/2016 and 2016/2017**

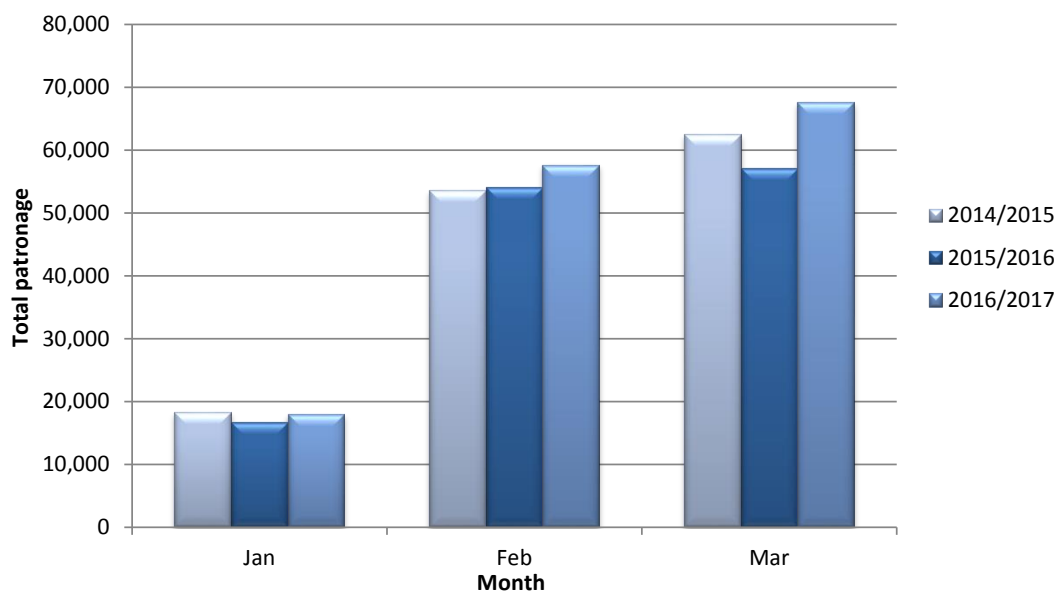


Table 1 shows the year to date trips per capita.

**Table 1: Citylink trips per capita 2016/2017**

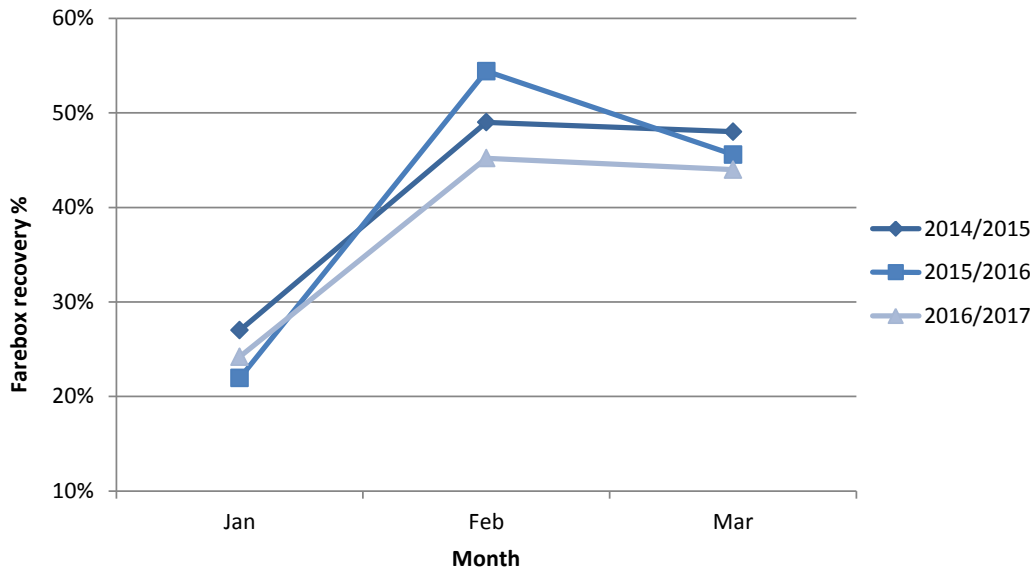
Period	Passenger trips	Trips per capita YTD
2016/2017	270,139	7.2
2015/2016	282,236	7.1

Analysis of the increase in patronage between the third quarter of 2015/2016 and 2016/2017 has found the following:

- patronage increased from all areas Waitara 36.2%, Bell Block 29.0%, Oakura 7.3% and New Plymouth 4.7%.
- peak patronage was up 14% and off-peak down (15%).

Figure 2 shows the third quarter farebox recovery by month between 2014/2015, 2015/2016 and 2016/2017.

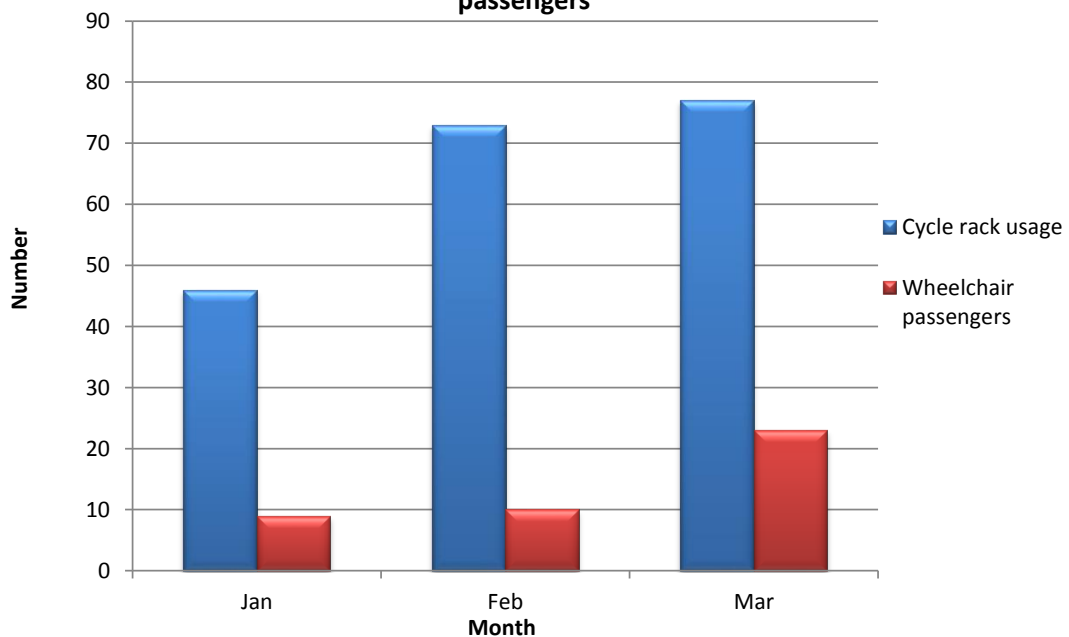
**Figure 2: Citylink farebox recovery 3rd quarter 2014/2015, 2015/2016 and 2016/2017**



Farebox recovery for the quarter was 41.9% compared to 39.8% achieved in the same quarter 2015/2016.

Bike rack usage was down slightly in the third quarter, with 196 users recorded compared to 206 in 2015/2016. Wheelchair patronage was up 147% with 42 wheelchair trips recorded compared to 17 in the same quarter in 2015/2016. Monthly usage for both is shown in Figure 3.

**Figure 3: Citylink 2016/2017 cycle rack usage and wheelchair passengers**



## SouthLink services

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

**Table 2:** SouthLink patronage and financial performance 2016/2017

Service	Passenger trips YTD	Farebox recovery rate YTD
Waverley-Patea-Hawera	1,063	44.6%
Opunake-Hawera (including Manaia-Hawera)	772	14.4%
Opunake-New Plymouth	663	16.7%

YTD patronage on the Opunake to Hawera increased compared to 2015/2016 but the other two services recorded decreases. The performance of each service is detailed below.

Waverley-Patea-Hawera patronage was 1,063, down 54 or (4.8%). Compared to last year Adult patronage was down 71 or (14.8%). Farebox recovery dropped to 44.6% compared to 48% last year.

Opunake-Hawera (including Manaia-Hawera) patronage was 772, up 24 or 3.2%. Compared to last year, Adult patronage was up 40 or 17%, Under 5s up 53 or 32%. SuperGold Card was down 19 or (4%) and Child down 14 or 37%. Farebox recovery was 13.2% compared to 13.7% last year.

Patronage for the Opunake-New Plymouth service was 663 down 126 or (21.6%) compared to 2015/2016. The main reason for the decline is the number of fare-paying Child trips down from 168 in 2015/2016 to 31 this year, a drop of (82%). Adult patronage was also down 44 or (20%) but has been offset by an increase in SuperGold Card by 56, an increase of 14%. Farebox recovery dropped from 20% to 16%.

## Connector (Hawera to New Plymouth) bus service

Total patronage for the quarter was 6,885, an average of 113 per day. This is down (2%) on the 7,011 recorded in same quarter 2015/2016. Total patronage YTD as at 31 March 2017 was 21,892 up 2% on the 21,544 in 2015/2016 with an average of 116 passengers per day.

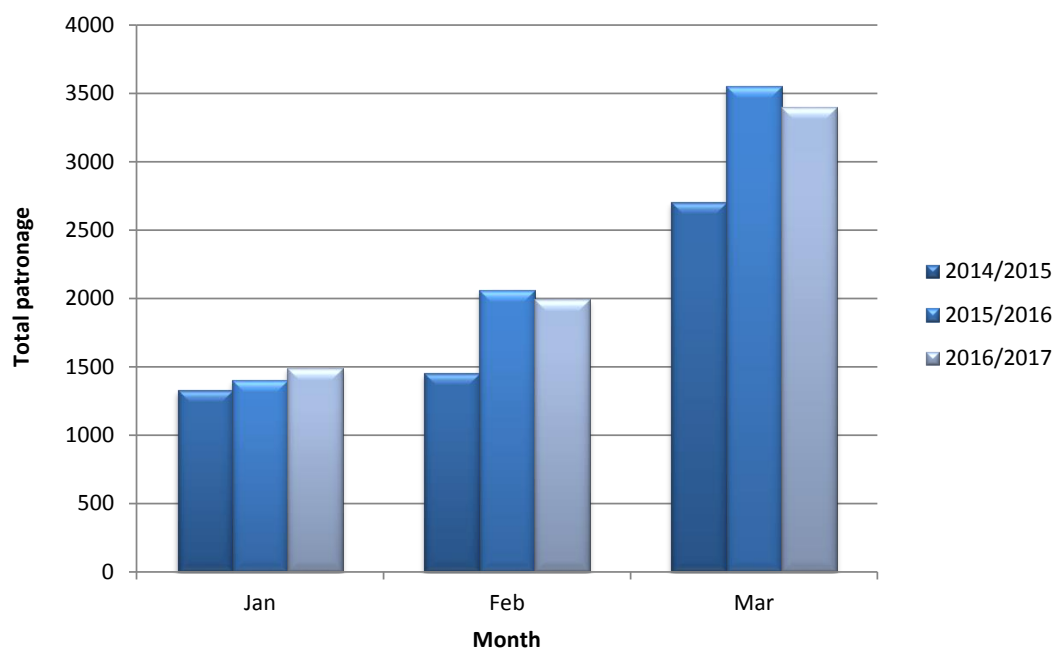
**Table 3:** Connector patronage YTD as at 31 March 2017

Service	Passenger trips YTD	Average passengers / day YTD
Hawera to New Plymouth	21,892	116

Figure 4 shows total monthly patronage recorded during the third quarter for the two previous financial years and 2016/2017.



**Figure 4: Connector patronage 2014/2015, 2015/2016 and 2016/2017**



Farebox recovery for the quarter was 69.3%. This figure includes both the District Health Board and Western Institute of Technology in Taranaki funding contributions.

Table 4 shows the percentage of Connector patronage by fare category YTD as at 31 March 2017.

**Table 4: Percentage of Connector patronage as at 31 March 2017**

Fare category	Patronage % YTD
ACCESS	0.8%
Adult	9.6%
Beneficiary	11.5%
Child	2.1%
Seniors	1.0%
SuperGold Card	8.0%
TDHB	12.9%
Tertiary	8.4%
WITT	35.4%
Training*	10%
Promotion	1%
<b>Total</b>	<b>100%</b>

\*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 patrons 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 2017

Service	Passenger trips	% of all trips YTD
New Plymouth, Oakura, Bell Block and Waitara	38,173	6.9%
Waverley-Patea-Hawera	613	58%
Opunake-Hawera (incl. Manaia-Hawera)	404	52%
Opunake-New Plymouth	455	69%
Hawera-New Plymouth	1,742	7.5%
<b>Total</b>	<b>41,387</b>	<b>9.5%</b>

The 41,387 SuperGold Card trips equates to 9.5% of all public transport trips, across all services. This compares with 41,105 trips at the same time in 2015/2016, an increase of 0.7%.

## Total Mobility Scheme

Total Mobility client trips YTD 2016/2017 totalled 29,003. This is down (4.0%) from the 30,223 trips in 2015/2016.

**Table 6:** Total Mobility trips as at 31 March 2017

Service	Passenger trips
Total Mobility Scheme	29,003

## Ironside Vehicle Society Incorporated

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

**Table 7:** Ironside trips as at 31 March 2017

Service	Trips involving wheelchairs	Total trips claimed
Ironside Vehicle Society	3,535	4,985

Of the 4,985 trips provided, 3,535 or 71% involved wheelchair users. This compares with the figures in 2015/16, with trips involving wheelchair users 3,388 and total trips 4,779.

## Decision-making considerations

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

## Financial considerations—LTP/Annual Plan

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

### **Policy considerations**

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

### **Legal considerations**

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

## Agenda Memorandum

**Date** 14 June 2017



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

**Subject: Correspondence and information items**

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

B G Chamberlain, Chief Executive

**Document:** 1871295

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### **Purpose**

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

### **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 2018/19-2027/28*
3. receives and notes for information purposes the correspondence forwarded onto the Minister of Transport in regard to the SH3 Awakino Gorge to Mount Messenger Programme.

### **Submission on the draft GPS 2018**

Members will recall that a draft submission on the *Government Policy Statement on Land Transport 2018/19-2027/28* (GPS 2018) was circulated to the Committee by email in late March 2017. Feedback received was incorporated into the final submission, which was lodged with the Ministry of Transport on 5 April 2017.

The final submission on the Draft GPS 2018 is attached to this memorandum for the Committee's information.

### **Submission on the draft IAF 2018**

The GPS establishes the government investment strategy; defining the results desired from National Land Transport Fund (NLTF) investment. The Investment Assessment Framework (IAF) is subsequently produced by the NZ Transport Agency as a first step in operationalising the GPS, to enable the Agency to give effect to the GPS. The IAF is very operationally-focused, being about how applications for investment from the NLTF are

assessed. Officers therefore prepared a submission with input provided by the Regional Transport Advisory Group. The submission is attached to this memorandum for the Committee's information.

It is expected that the GPS and IAF will be finalised in the second half of 2017, following the General Election.

### **Correspondence on SH3 Awakino Gorge to Mount Messenger Programme**

The Council has recently received a range of letters from key stakeholders in the region in respect of the options being considered for the Mount Messenger Bypass – expressing strong support for the most direct bypass route of Option 3 being progressed.

These letters were forwarded onto the Minister of Transport, Simon Bridges, and copied to local Members of Parliament. A copy of the correspondence is attached to this memorandum for the Committee's information.

### **Decision-making considerations**

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

### **Financial considerations—LTP/Annual Plan**

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

### **Policy considerations**

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

### **Legal considerations**

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

### **Appendices/Attachments**

- Document 1845679: TRC submission on Draft GPS 2018
- Document 1855882: TRC submission on Draft IAF 2018
- Document 1873394: SH3 Mt Messenger Bypass support letters received by Council



5 April 2017  
Document: 1836786

GPS Policy Team  
Ministry of Transport  
Via email to [gps2018@transport.govt.nz](mailto:gps2018@transport.govt.nz)

## Taranaki Regional Council feedback on Draft GPS 2018

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* (Draft 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 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.

### One transport system approach

The Council fully supports the integrated 'One Transport System Approach', with this being in-line with the approach taken in the *Regional Land Transport Plan for Taranaki 2015*. There is a need for greater emphasis on transport options as an important component of current and future demand for access to opportunities. Significant steps towards achieving a properly connected, multi-modal transport system over time are required – both to ensure choice as well as efficiency.

The Draft GPS 2018 however does not currently provide the mechanisms to make this stated aim happen efficiently or effectively. Whilst there are aspirations expressed to have high quality transport connections between all modes, this GPS is really only looking at the roading component of the 'system'. This fundamentally constrains real consideration of rail and coastal shipping within a truly multi-modal system. The balance of objectives and funding are unevenly weighted, with the emphasis still heavily geared towards road investment, particularly state highways. Additionally, the 'silo' structure of the activity class framework does not encourage integrated planning, and better provision in the activity classes is needed to enable multi-modal, multi-agency programmes particularly in the areas of travel demand management and network optimisation. The GPS needs to signal how a One Transport System Approach will be achieved.

The Council supports the Draft GPS 2018 clearly stating that in order to achieve value for money (one of the three strategic priorities) investment needs to get the best use out of existing assets. While investment in roading is necessary particularly for safety and resilience reasons, the balance of funding does not adequately recognise the important role of public transport, active modes and travel demand management as part of an effective and optimised transport network.

The Council recommends 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. Looking further forward to GPS 2021, the Council suggests that rail funding is brought within the GPS.

### **Local road investment**

The Council welcomes the additional funding provided in the Local Road Maintenance activity class which is essential to support the implementation of the national One Network Road Classification (ONRC) system. However, we note that the public has not yet had an opportunity to comment on ONRC customer levels of service and the implications it will have on their local roads – implications which may well not be evident for some time. We also envisage a greater effect on local road maintenance arising from the uptake of High Productivity Motor Vehicles by the transport industry. The increasing use of these vehicles with greater vehicle mass means assets are deteriorating at a faster rate than anticipated and the renewal needs of roads and bridges is increasing in turn.

The Council is concerned about the reduced funding allocated to the Local Road Improvements activity class. The rationale suggests this is due to underspending and we question if the reason behind this has been adequately investigated as it may be an indication of difficulties meeting the funding criteria rather than a reduced need for funding. While we certainly understand that many local councils face difficulties raising their local share, particularly with pressure to keep rates increases to a minimum, we recommend that the reasons for underspending in the Local Road Improvements activity class be fully investigated before any decisions are made regarding the level of funding. It is important to note that this is the primary budget area used to address safety issues on local roading networks.

### **Regional funding allocation**

The Council notes and welcomes the statement in *The GPS at a Glance* document that for GPS 2018 there is focus on "supporting the regions - for New Zealand to thrive we need our local economies to thrive and we want to support regional freight and tourism movements while increasing the resilience of critical regional routes." The Council strongly supports the increased

focus on regional development and increased funding in the Regional Improvements activity class to help support this. Strong support is also provided for the greater emphasis on important inter-regional corridors, tourism and resilience. Tourism is coming through strongly as a key development area for Taranaki in the preliminary stages of its Regional Economic Development strategy – for example the need to improve the level of service on the emerging tourism link of State Highway 43 between the Stratford and Ruapehu districts.

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 in **transport** improvements outside of major metropolitan areas to support regional economic development” for GPS 2018. The Council advocated for a broadening of this definition in the draft GPS 2015 and welcomes this change, which would allow focus on achieving regional objectives and priorities, with scope beyond road improvements.

The Council further notes the following statement in the Draft GPS 2018 that “support for regional economic development will be primarily through the Regional Improvements Activity Class. To ensure local transport projects are put forward by regions, the Government is considering providing additional government support to reduce the local funding contribution.”

The Council strongly supports the increase in the funding thresholds of the Regional Improvements activity class.

The Council also welcomes and strongly supports the possibility of reducing the local funding contribution, as this is likely to be critical to progressing projects that fall under this Activity Class.

### **Weighting of objectives**

The Council does not support the lower priority given to two of the six national land transport objectives and questions the lack of explanation for giving unequal weighting to the objectives. The Draft GPS 2018 simply states that the objectives concerning the provision of appropriate transport choices and mitigating the effects of land transport on the environment “have less focus” but it is not clear why. There are concerns about the impact this prioritisation will have on progress towards a ‘one transport system’. The provision of transport choice is an essential part of achieving a resilient and efficient transport network, and mitigation of environmental effects should be an important priority given that the transport sector accounts for nearly 20% of domestic greenhouse gas emissions in New Zealand and is the highest emitting sector after agriculture. Environmental effects can also be addressed through positive initiatives such as electric cars and low emission public transport vehicles.

The Council recommends that all six national land transport objectives are given equal importance, including provision of appropriate transport choices and mitigating the effects of land transport on the environment.

### **Active transport modes**

The Council strongly supports the additional funding provided in the Walking and Cycling Improvements activity class.

Although the additional funding provided in this activity class is welcomed by the Council, there is insufficient attention given to walking in the objectives. The long and short term results are



limited to cycling only and there is a concern that this will impact on the ability for walking infrastructure projects to be funded. It may even influence whether walking is considered as part of wider projects, such as connections to public transport and providing paths adjacent to highways. Virtually every journey begins and ends with walking and the importance of this mode cannot be ignored.

There is also a concern about the lack of funding for cycleways outside main urban areas and the impact this will have on cycle networks in other areas that are not eligible for Government subsidies.

The Council recommends that greater emphasis is placed on walking in the objectives and the results, and that reporting measures also include walking.

### **Public Transport**

The Council strongly supports the increased funding in the Public Transport activity class, and the continuation of funding for the Total Mobility Scheme as part of this.

The Council is concerned that the Draft GPS 2018 downplays the important role that quality public transport performs in supporting economic growth, improving efficiency and optimising the transport system. The references to public transport throughout the Draft GPS seem to suggest that it is a secondary mode of transport that should only be invested in if 'sufficient demand' already exists – in contrast to statements in respect of roading where investment is strongly encouraged to enable growth. 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, which is likely to lead to more demand for public transport, as well as on-demand services (Total Mobility). Community population change and associated accessibility needs in rural areas in particular is also of importance.

It is noted that reporting measures are not included in the Draft GPS. Without these, it is hard to understand how the short to medium term results will be assessed and how this will shape future investment decision making. For example, the short to medium term results for the Economic Growth and Productivity priority include: "Public transport is provided where there is sufficient demand". It is unclear what is meant by "sufficient demand" and what metrics will be used to determine the level of demand.

The Council notes the Ministry's own *Summary of GPS 2018 Analysis* states that "Public transport has a large amount of unrecorded benefits." which makes informed assessment challenging. The Analysis document also notes that public transport projects progress at the slowest rate, and a large number of proposed projects do not progress at all. The Council suggests that the GPS has a role to play in reversing this trend.

The RTC recommends that the role and benefits of public transport are more clearly outlined in the GPS, 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 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.

The Council supports the concept and use of SuperGold Card concessions to provide free off-peak public transport use for SuperGold Card holders. The Council notes with concern the Government's proposals to cap this SuperGold Card funding and, especially given an ageing population, recommends suitable increases in funding are provided for going forward that allow for the natural growth of the Scheme.

While we do not currently have passenger rail, the Council remains concerned that the ability to deliver high quality and integrated public transport services is constrained by the inability to fund rail infrastructure through the NLTF.

### **Resilience**

The Council supports the increased focus on resilience and its identification as one of the six national land transport objectives in the Draft GPS 2018. *Ensuring network resilience and responsiveness in the context of internal and external pressures* is a key strategic objective for the Taranaki RLTP.

### **Technology**

The Council agrees that rapidly evolving technology is creating new opportunities for transport, which may change traditional transport systems markedly. The Council notes significant reference to emerging technologies, many of which may be employed to optimise the transport system. Clearer guidance on how the activity classes will allow these to be funded would be useful.

### **Agency interpretation through the IAF 2018**

The Council notes that it is how 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. Alignment between these two documents can be challenging.

The Council 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.

The Council appreciates the opportunity to comment on the Draft GPS 2018. If you require any additional information on this submission, please contact Fiona Ritson, Policy Analyst, via [Fiona.Ritson@trc.govt.nz](mailto:Fiona.Ritson@trc.govt.nz) or 06 765 7127.

Yours faithfully  
BG Chamberlain  
Chief Executive



per: M J Nield  
Director Corporate Services



27 April 2017  
Document: 1850111

IAF Development Team  
New Zealand Transport Agency  
via email to [nltf@nzta.govt.nz](mailto:nltf@nzta.govt.nz)

## Submission on the draft 2018 Investment Assessment Framework

The Taranaki Regional Council (the Council) thanks the New Zealand Transport Agency (the Transport Agency) for the opportunity to make a submission on the draft *Investment Assessment Framework for the 2018-21 National Land Transport Programme* (Draft IAF 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 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.

### Key changes proposed in the draft IAF

The Council understands that the following key changes are being proposed for assessment of requests for funding from the *2018-21 National Land Transport Programme* (NLTP):

- A reduction from the current three assessment factors to two and a greater emphasis on the Transport Agency's business case approach (BCA).
- Replacing the current *Strategic Fit* assessment with a new *Results Alignment* assessment, and adding a 'very high' rating option for nationally strategic investments.

- Removing the current *Effectiveness* assessment and absorbing it into the business case approach which now underpins all such funding applications.
- Adding a 'very high' rating to the *Cost-Benefit Appraisal* to enable improvement proposals with very high Benefit Cost Ratios (BCRs) to be advanced where they may have a low results alignment with GPS strategic priorities.
- A new *Programming Support* component, to assess the timeframe in which a problem should be addressed (subject to funding availability).
- Improving clarity and transparency of the Transport Agency's decision-making processes and how decisions are made, including the development of a number of public facing guides.

The Council notes that the changes apply to all requests for funding in the 2018-21 NLTP.

The Council further notes that the information provided within the Draft IAF 2018 is high level only, and therefore this submission is also at a high level. The detail of how funding applications need to be entered and considered through the Transport Investment Online (TIO) system is crucial. The Council looks forward to the provision of further detail on how the revised IAF is intended to be applied to funding proposals.

### **Consistency with GPS 2018**

In March 2017, the Council noted in its submission to the Ministry of Transport on the draft 2018 *Government Policy Statement on Land Transport* (GPS) that it is how the GPS is interpreted and applied by the Transport Agency through the *Investment Assessment Framework* (IAF) which is key to achieving the desired GPS outcomes. The Council further noted that alignment between these two documents can be challenging.

The Council believes that the Draft 2018 IAF is **not sufficiently aligned** with the draft GPS 2018. The draft IAF priorities do not align directly with those in the draft GPS, and there appears to be different terminology and some inconsistencies. These inconsistencies could lead to misinterpretations or gaps in the Transport Agency's assessment of activities.

Given the move from a three to a two component assessment process, the weighting of each component has been increased. Clear criteria and guidelines need to be incorporated within the IAF to give confidence to the Ministry of Transport and local government that the desired outcomes of the GPS are being taken into account.

As a result, **Council recommends** that staff from the Transport Agency work alongside staff from the Ministry of Transport to **improve interpretation and alignment** of the draft 2018 GPS and revised IAF provisions.

### **Incorporation of the business case approach**

The Council **supports** the incorporation of the *business case approach* (BCA) into the IAF. The business case approach promotes a clear process which has a focus on identifying whether or not there is a compelling strategic case for investment.

### **Move to a two component assessment process**

The Council **supports** the move from a three to a two component assessment framework in the revised IAF, subject to the provision of clear agreed interpretation criteria and principles for assessment.

### **Minor improvements**

The Council notes and welcomes the extending of the Minor Improvements model to streamline investment decision making for low cost/low risk activities. Further information on which activities are able to be considered through this streamlined model is sought.

### **Regional improvements**

The 2018 GPS includes a strengthening of the focus on the 'Regional Improvements' activity class particularly in regard to supporting regional economic development. The Council **strongly supports this** and believes there should be reference in the IAF to regional economic development plans or strategies to recognise central government's commitment to such planning.

The Council **requests clarity** on how the IAF process will take account of this increased focus on regional improvement in the 2018 GPS in relation to supporting regional economic development. The *Results Alignment* assessment could include criteria such as linkages to regional economic plans or strategies and their associated objectives and implementation activities. This will help to focus land transport responses at local and regional levels on enabling the associated strategic priorities and objectives identified in the 2018 GPS e.g. 'addressing current and future demand for access to social and economic outcomes'.

### **Resilience focus**

The Council **strongly supports** the IAF recognising 'enhancing resilience' as a new priority. The Council believes that the definition should go beyond short-term network disruptions to recognise long-term underlying resilience issues such as the impact of frequent heavy rainfall events on regions with highly erosion prone landscapes. The Council also **requests** inclusion of broader community resilience considerations, particularly in regard to the *Results Alignment* assessment component.

While the Transport Agency identifies 'enhancing resilience' as a new priority for the IAF, it does not recognise resilience more broadly e.g. climate change. The scope of climate change impact goes beyond shorter term disruption from natural disasters, and includes how changing weather patterns and sea level rise impact on the broader transport network and communities. It also recognises the changing needs of rural communities and the wellbeing inter-dependencies between rural areas and larger urban centres.

The Council requests clarity on definition and scope around resilience.

### **Proposed Programme Support component**

The Council **acknowledges** that where there is clear evidence of the community benefit (social and economic) of bringing forward a land transport activity investment, the IAF should be able to take this into account via the proposed *Programme Support* component.

Clear principles and criteria need to underpin this process to enable transparency and fairness for communities.

The Council **requests clarity** on how *Programme Support* considerations will be factored into the IAF process.

### **Clarity on the Results Alignment assessment process**

While linkages are made between the *Results Alignment* and identified GPS results and the Transport Agency's *Long Term Strategic View* (LTSV), the revised IAF is not clear on how on how *Results Alignment* will be determined. In the interests of both ease of use and transparency, the Council suggests that clear principles and criteria would be helpful in the IAF to determine how *Results Alignment* will be assessed as part of the IAF process.

The Council has concerns around proposals with 'Low' *Results Alignment* ratings being prioritised so highly for funding based on the introduction of a 'Very high' *Cost-Benefit Appraisal* rating (prioritisation table on page 11). It would seem contradictory for a proposal which aligns so poorly with desired outcomes to be ranked above those that are more likely to achieve the benefits sought for the transport system.

### **Stronger links to Results at national and regional levels**

The Council **strongly supports** the stronger link to identified draft 2018 GPS outcomes via the *Results Alignment* assessment in the IAF. This shifts the focus from the Transport Agency's strategic investment direction by activity class to broader desired outcomes for land transport across activity classes at a national level. This is consistent with the 'whole of transport system' approach proposed in the draft 2018 GPS.

The proposed *Results Alignment* assessment in the revised IAF relies on the Transport Agency's LTSV for determining the assessment rankings. Whilst Council is very supportive of having an agreed LTSV in place, the Council believes that the IAF does not seem to clearly take into account **regional problems, benefits and priorities** identified through RLTPs as a factor in the IAF framework. The process that RTCs have worked through in partnership with the Transport Agency to identify and confirm problems and investment benefits for land transport across regions should be recognised through the IAF process. The RLTPs are a statutory document prepared under the *Land Transport Management Act 2003* but are not given weight in the Draft IAF process and this is of **significant concern to the Council**.

The Transport Agency's LTSV is not clear about how regional priorities and desired outcomes identified in RLTPs will be taken into account. Preliminary advice from the Agency suggests that the LTSV prepared by the Agency should already reflect big issues and opportunities identified by regions, and key nationally strategic business cases. The role of regional priorities within the LTSV and how these might inform the IAF is however not clearly articulated in the revised IAF document.

The Council **requests that the IAF clearly outlines how identified and agreed regional land transport problems, benefits and priorities, as espoused in RLTPs, will be taken into account** in the assessment and prioritisation of activities for inclusion in the 2018 NLTP.

## Technology improvements

The Council **notes** that the revised IAF includes provision for assessment of new technology related projects categorised as 'improvements', and is **supportive** of this. Technology will have significant impacts on the land transport system going forward, with the likelihood of achieving improved safety and efficiency benefits for transport system users.

The Council note that the 'Very high' assessment criteria identified in the revised IAF for technology-related activity assessment seems narrow – e.g. proposals "which would assist in preparing the network for safer in-vehicle or driverless technology" when compared to the broader provisions related to technology in the draft 2018 GPS, and suggests broadening this to better align with the GPS.

While development of new technology-related activities categorised as 'improvements' is provided for in the revised IAF, there are no technology-specific maintenance and renewals work categories identified. With the emphasis on the impacts of technology-based solutions identified in both the GPS and revised IAF, more thought needs to be given to establishment *and* on-going maintenance of such systems.

## Clarity on the assessment of Continuous programmes

The revised IAF notes that the criteria for assessing continuous improvement programmes, such as road maintenance, will be more pertinent to the investment decision, rather than providing a general investment signal. It will be informed by initiatives such as the One Network Road Classification (ONRC) system and its associated levels of service criteria.

The Council is **supportive** of this; however it is important that the IAF also recognises continuous programmes that are not roading-based such as public transport services (including Total Mobility) and regional transport planning. The Council would **appreciate further guidance** on this.

The Council **strongly opposes** regions having to make performance comparisons in respect of passenger transport services. Networks are disparate, with different fare box recovery targets and with different operator markets.

The Council **requests clarity** in the IAF on how customer levels of service expectations or gaps will be determined for all continuous programmes under *Results Alignment*. The ONRC link is applicable and relevant for road maintenance only and not wider activities such as Taranaki's committed public transport services programme.

The Council notes the 'Proposed Investment Decision Making System for Public Transport' (IDM) provided to officers, and concerns about coordination between the IAF and IDM which have been raised directly with the Transport Agency.

The Council requests that further training/education tools are provided for cost-benefit calculations in relation to public transport services.

The Council notes that there is significant work being undertaken by the three district councils in region to embed the ONRC. As part of this, there is considerable work required to improve the information retained within the RAMM database, which will be ongoing for some time.

### **Timing of IAF implementation**

The Council appreciates the early release of the draft IAF in respect to RLTP development timeframes. The Council notes its concerns however about the timing of the implementation of the new IAF for projects being entered into RLTPs. If the new IAF framework is used and then is amended following the release of the final GPS (presumably after the elections), then this puts at risk the prioritisation of projects in the RLTPs.

The Council notes the statement on page 8, "This is a high-level view of the revised IAF design, and further details will be made available on the Transport Agency's Planning and Investment Knowledge Base (PIKB)." The Council requests guidance on the timeframe for this and whether these further details will be in draft form and also available for comment.

In the covering letter from Robert Brodnax which accompanied the dissemination of the draft IAF, it states "We want to know what a successful NLTP process looks like from your perspective and what we can do to best support this." The Council **strongly notes** that, in order for a NLTP process to be considered successful from the Council's perspective, the GPS and IAF should both take into account the regional problems and priorities identified and agreed through regional land transport plans.

The Council appreciates the opportunity to comment on the Draft IAF 2018. If you require any additional information on this submission, please contact Fiona Ritson, Policy Analyst, via [Fiona.Ritson@trc.govt.nz](mailto:Fiona.Ritson@trc.govt.nz) or 06 765 7127.

Yours faithfully  
BG Chamberlain  
**Chief Executive**



per: M J Nield  
**Director Corporate Services**





23 May 2017  
Document: 1869687

Simon Bridges  
Minister of Transport  
via email to [s.bridges@ministers.govt.nz](mailto:s.bridges@ministers.govt.nz)

Dear Hon S Bridges

## SH3 Awakino Gorge to Mt Messenger Programme

The Council wishes to congratulate you on the official launch of the SH3 Awakino Gorge to Mount Messenger Programme. It is very pleasing to see significant work finally underway on this strategic corridor which has been constraining Taranaki's growth for many years. The Council strongly supports the Government's investment in this corridor.

The Council also congratulates you on the decision to proceed with bypassing the Awakino Tunnel through the two bridge option (Option 2), which the Council strongly supports.

As you know, the remaining key decision for this Programme is in respect of the Mount Messenger Bypass, with more investigative work currently underway on the available options. The Council has recently received a range of correspondence from key stakeholders in the region in respect of the options being considered for the Mount Messenger Bypass. There is overwhelming support expressed for progressing Option 3, as the best long-term solution to the serious issues faced on this section of the strategic corridor. We forward these to you for your information and consideration.

The Council hopes that these views expressed by local industry add weight to the community's strong calls for Option 3 to be progressed, and note that these views match those of the Council and the SH3 Working party.

Yours faithfully

A handwritten signature in black ink, appearing to read "Craig Williamson", is written over a light blue background.

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

Cc: Parekawhia McLean, NZ Transport Agency Director Regional Relationships – Central North Island, via email to [parekawhia.mclean@nzta.govt.nz](mailto:parekawhia.mclean@nzta.govt.nz).

Cc: Barbara Kuriger, MP for Taranaki-King Country, via email to [Barbara.Kuriger@parliament.govt.nz](mailto:Barbara.Kuriger@parliament.govt.nz)

Cc: Jonathan Young, MP for New Plymouth, via email to [Jonathan.Young@parliament.govt.nz](mailto:Jonathan.Young@parliament.govt.nz)

Cc: Chester Borrows, MP for Whanganui, via email to [Chester.Borrows@parliament.govt.nz](mailto:Chester.Borrows@parliament.govt.nz)



10 May 2017

Chairman  
Taranaki Regional Council Transport Committee  
Private Bag 713  
Stratford 4352  
Taranaki

**Mt Messenger Bypass - Option 3**

Dear Tom

On behalf of Tegel Foods Ltd, I am writing to express the company's support for 'Option 3' as the best option out of the three currently being considered for the Mt Messenger Bypass Route.

As you are aware, SH3 is the critical highway link between Taranaki and the Upper North Island. Tegel, with significant production facilities in Taranaki, is dependent on the highway being open and safe to travel on, in order to distribute product to customers throughout the upper North Island.

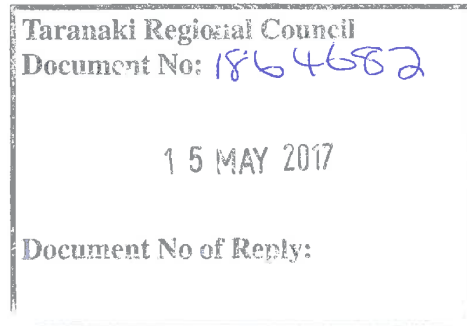
In the event of a road closure, the only viable alternative is to travel south through Wanganui and then up through the middle of the North Island. This adds approximately 6 hours in travel time, and impacts Tegel's ability to deliver customer orders in full and on time

We appreciate there are complexities with option three, and that there are alternate cheaper options being considered. However given the route's importance both to Taranaki and the broader economy we believe option three is the most sustainable option that will enable and support future growth in the region.

Thank you for your consideration of Tegel's position on this matter.

Kind regards

Martin Baker  
GM Regional Operations,  
Lower North Island  
Tegel Foods Ltd



11<sup>th</sup> May 2017

The Chairman  
Taranaki Regional Council Transport Committee  
Private Bag 713  
Stratford 4352

**Re: Mt Messenger By-Pass Options**

To Whom It May Concern

On behalf of Silver Fern Farms Hawera Ltd, I am writing to express support for the new bypass but believe in the best interest of our business, Option 3 is the preferred route.

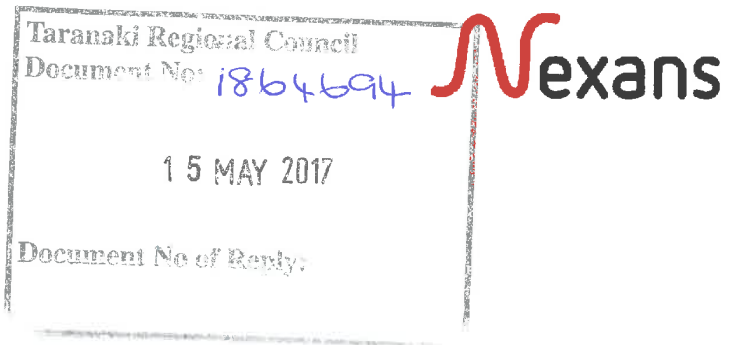
SH3 is the main link between Taranaki and the upper North Island and Silver Fern Farms relies on this route for a considerable amount of stock coming into the plant in Taranaki, along with considerable product leaving site and heading to ports in Auckland and Tauranga. We also have a lot of packaging etc., with transport operators reliant on the State Highway.

Road closures have affected our business previously, with alternative routes adding considerable cost and time on transport operators, along with downtime for plant due to the longer distance on the alternative route.

We need to put aside any complexity or increased cost arguments, if we are to reduce any risk of future road closures. I am sure the Council is in favour of Option 3 and realise the importance to Taranaki's economy and will ensure the future growth in the region is not jeopardised.

Regards

Ash Mackay  
Regional Plant Manager  
Silver Fern Farms Upper North Island



11 / May / 2017

**Mt Messenger Bypass - Option 3**

Chairman  
Taranaki Regional Council Transport Committee  
Private Bag 713  
Stratford 4352  
Taranaki

**Mt Messenger Bypass - Option 3**

Dear Tom

On behalf of Nexans NZ, I am writing to convey our company's support for 'Option 3' as the best option out of the three currently being put forward for the Mt Messenger Bypass Route.

As SH3 is the critical highway link between Taranaki and the Upper North Island and East Coast as we need to hub our freight out of Hamilton. Nexans, is the only manufacturing plant in New Plymouth and now the only cable company producing certain cables. Nexans dependent on the highway being open and safe, in order to distribute product to customers right across the North Island.

In the event of a road closure, as this has occurred several times recently, the alternative is to travel south through Wanganui and then up through the middle of the North Island. This adds approximately 6-7 hours in travel time, and impacts Nexans ability to deliver customer orders in full and on time. This also adds to the hours for drivers and restricts end destination.

We acknowledge there are complexities with option three, and that there are alternate cheaper options. However given the route's importance both to Taranaki and the broader economy we believe option three is the most option that will enable and support future growth in the region.

Thank you for your consideration of Nexans position on this matter.

Kind regards

**Willy Harvey**  
National Logistics Manager  
69 Paraiti Road | Bell Block | New Plymouth 4383  
p. +64 6 755 9850 | m. +64 272 844 380  
e. [willy.harvey@nexans.com](mailto:willy.harvey@nexans.com)  
[www.nexans.co.nz](http://www.nexans.co.nz)



**Address.**

141-143 Connett Road East,  
Bell Block 4312

**Postal.**

PO Box 7150,  
New Plymouth 4341

18 May 2017

Chairman  
Taranaki Regional Council Transport Committee

*Via e-mail: [tcloke@rtanz.co.nz](mailto:tcloke@rtanz.co.nz)*

Attention: Tom Cloke

Dear Tom

**Mt Messenger Bypass - Option 3**

On behalf of Symons Transport, I want to signal the company's support for 'Option 3' as the strongly preferred option out of the three currently being considered for the Mt Messenger Bypass Route.

State Highway 3 is the critical highway link between Taranaki and the Upper North Island. Symons Transport has a significant fleet of over 70 units working with some of New Zealand's largest companies in the agriculture and energy sectors and is dependent on the highway being open and safe to travel on, in order to distribute product to customers throughout the upper North Island.

In the event of a road closure, the only viable alternative is to travel south through Wanganui and then up through the middle of the North Island. This adds approximately six hours in travel time, and impacts Symons Transport's ability to deliver customer orders in full and on time. It also transfers significant far reaching negative impacts to our customers.

It is understood that there are complexities with option three, and that there are alternate cheaper options being considered. However, given the route's importance both to Taranaki and the wider surrounding regions, we believe 'Option 3' is the best long term solution to the serious issues currently faced.

Finally, we would urge decision makers to ensure the next fifty to one hundred years, and beyond, is the time frame with which to view this decision through and that a genuine commitment to safety, sustainability, efficiency and productivity are also central considerations in this process. In this respect, 'Option 3' clearly provides the pathway to achieve the above and can provide a strong foundation for the future growth of the region.

Thank you for your consideration of Symons Transport's position on this matter.

Kind regards

A handwritten signature in black ink, appearing to read "Mark Robinson", written over a light blue horizontal line.

Mark Robinson  
General Manager  
Symons Group

**G J SOLE TRANSPORT LTD**  
**LOCAL AND LONG HAUL TRANSPORT**

Flat Top Cartage. Trombone Trailer 13m-24m. Low Loader up to 80 tons.  
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192 Brown Road, RD42  
Waitara 4382  
Taranaki

Phone: (06) 755 2866  
Fax: (06) 755 2879  
Email: [manager@gjsole.co.nz](mailto:manager@gjsole.co.nz)

Thursday, 18 May 2017

To Whom it may concern

Firstly, I would like to thank the NZTA for moving forward with the plan to bypass the SH3 Awakino Tunnel, this tunnel has always been a hindrance to our Heavy Haulage Transport Department often being too low or too narrow for large machinery and industry plant/equipment to travel through.

This often resulted in large machinery travelling through SH1 extending trips by 100's of kilometres, which has added extra costs and overheads for local Taranaki Business's which in turn affects local community donations e.g. schools, event sponsorship, sports teams.

Here at G J Sole Transport we invest a considerable amount of time training and teaching about the importance of fuel efficient driving and roadways to reduce our carbon footprint and to reinforce this, we would highly recommend "option 3" as the superior option for this road development as it is the most direct and future proofed option available.

Regarding the environmental issues highlighted in recent articles, this has been a hot topic of discussion between our multi-cultural workforce, all our drivers regardless of their backgrounds agree that the most direct route the furthest away from waterways must be the best for the environment with reduced tyre wear, diesel use, incidents and spills.

At the end of the day road user safety is what we all want and this option (option 3) will make the road safer by reducing road user exposure to excessive corners and the risk of surface flooding and slips throughout this area.

I hope that common sense prevails and that "option 3" is selected to be the final product.

Regards



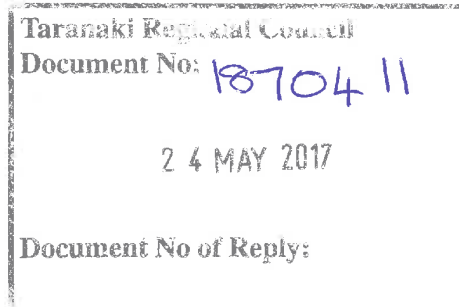
Graeme Sole



Fiona Pitson

19 May 2017

Cr Craig Williamson  
Chairperson  
Regional Transport Committee  
Taranaki Regional Council  
Private Bag 713  
Stratford 4352



Dear Craig

### State Highway 3 Awakino Gorge to Mt Messenger Project

The Taranaki Automobile Association District Council is very pleased to see that the State Highway 3 Awakino Gorge to Mt Messenger Project has been launched, and that work is underway. However there is one key part of the project that has yet to be finalised. That is the future route over Mt Messenger.

We wish to inform you of our position on the Mt Messenger route.

We have informed NZTA that **Option 3** "A 5.3km bypass route running further west of the existing highway" (as described in their community consultation document) is our preferred option.

We have selected this option over the other two options for the following reasons:

1. travel time and distance savings - these will result from the shorter distance and higher speeds than the other two options can offer.  
Either uphill passing lanes (which we prefer) or slow vehicle bays will be provided as part of this option. These will further improve traffic flow.
2. safety - Option 3 will provide a straighter and safer road. It has several constant, and higher speed curves. The other two options have a much greater number of curves and these curves are of varying speeds which will compromise road safety.
3. reliability – Option 3 is the best of the three options because the other two options have a higher safety risk as explained above, and crashes can close the road.  
Note that attention will need to be paid to ensuring the high cut slopes are stabilised – also an issue for the other two options.

One other advantage Option 3 has over Option 1 is minimal disruption to traffic while construction is underway.

GUIDING LIFE'S JOURNEYS  
FOR OVER 110 YEARS.  
New Zealand Automobile Association



Impact on the environment is stated in the community consultation document as high for Option 3. We would expect NZTA will build-in environmental mitigation measures as it has done successfully elsewhere in New Zealand to address any environmental issues.

Taranaki has been waiting for many years for improvements to the state highway over Mt Messenger. SH3 is an increasingly vital link with regions to the north, and the gap between SH3's highway standards and Waikato/ Auckland/Bay of Plenty highway standards is widening significantly.

We believe this is a rare chance to improve the highway over Mt Messenger and we will be dissatisfied with anything less than a greatly improved alignment such as provided by Option 3.

Please don't hesitate to contact me if you wish to discuss.

Yours sincerely



Graham O'Brien  
Chairperson  
Taranaki Automobile Association District Council

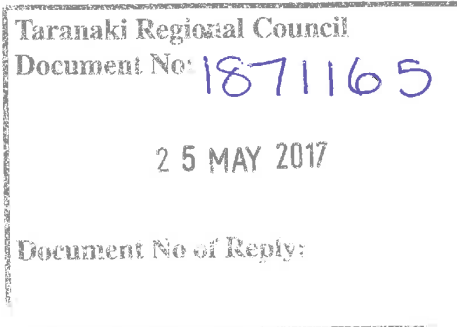


24 PARAITE ROAD  
PRIVATE BAG 2039  
NEW PLYMOUTH 4342  
NEW ZEALAND  
PHONE 06-755 9990  
OFFICE FAX 06-755 0264



22<sup>nd</sup> May 2017

The Chairman  
Taranaki Regional Council Transport Committee  
Private bag 713  
Stratford 4352  
Taranaki



REFERENCE: Mount Messenger Proposed Bypass

Dear Sir,

I write this letter on behalf of Pacific Fuel Haul Ltd.

Our company has been involved in the consultation process and reviewed the three options being considered for the Mount Messenger bypass route.

We would like to make it clear that staff of Pacific Fuel Haul agree that OPTION 3 is by far the best option. Meetings have been held with our drivers who have concluded that this is the safest and best option.

Our company is dependent on SH3 from Taranaki driving north and return for fuel cartage and carting LPG out of Taranaki. The highway is vital not only for our company but for all of our customers.

Recent road closers have caused havoc to our upper North Island customers who rely on LPG deliveries to service their communities.

Pacific Fuel Haul has had to put in place contingencies to redirect our vehicles through alternative routes, such as via Wanganui.

This has caused major delays to our customers, has stretched our drivers to their working limits and has financially impaired our bottom line.

Pacific Fuel Haul completes an average of 23 movements on SH3 with our tanker fleet every 24hours. All of our loads are dangerous goods.



24 PARAITE ROAD  
PRIVATE BAG 2039  
NEW PLYMOUTH 4342  
NEW ZEALAND  
PHONE 06-755 9990  
OFFICE FAX 06-755 0264



It is crucial that we keep our drivers and other motorists safe on all highways, including SH3.

We understand that there are alternative cheaper options but Pacific Fuel Haul supports OPTION 3 as the only option that will ensure we can safely continue to drive our tankers and continue to grow Taranaki's energy sector.

I thank you for your consideration of our perspective.

Should you require any further information please do not hesitate to contact me.

Kind Regards,

A handwritten signature in blue ink, appearing to read "Andy Stanley".

Andy Stanley  
CEO  
Pacific Fuel Haul Ltd  
24-30 Parite Road, Bell Block  
New Plymouth 4342  
DDI: 06 7559417

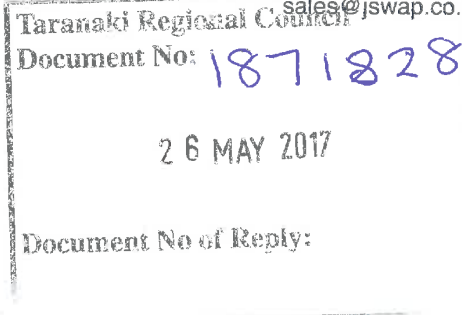




Rawhiti Avenue, PO Box 153 Matamata 3  
Freephone 0800 4 J SWAP (0800 457 927) • Fax 07 888 4  
sales@jswap.co.nz • www.jswap.co

24 May 2017

Chairman  
Taranaki Regional Council Transport Committee  
Private Bag 713  
Stratford 4352



**Mt Messenger Bypass**

J Swap Contractors Ltd supply and transport a large volume of stockfoods and roading /infrastructure aggregates to farms and industries throughout the North Island.

The Mt Messenger route is not only vital to J Swap Contractors Ltd and our customers alike, but to the greater economies of the regions on either side of Mt Messenger. With no direct rail link or viable roading alternatives between Taranaki and the upper North Island the resilience, safety and efficiency of this route are paramount and cannot be negated.

It is for these reasons of resilience, safety and efficiency that J Swap Contractors Ltd fully supports Option 3 of the Mt Messenger route options.

We appreciate Option 3 is possibly the more expensive route and it may have complexities, but this is worth pursuing given how vital this route is to the regions and the efficiency's that will be realized over time.

With the projected increase in freight, combined with a surge in tourist activity not only in Taranaki, but throughout New Zealand we urge you to take the approach of do it once and do it right.

Regards

Ian Wilson  
Transport Manager  
J Swap Contractors Ltd

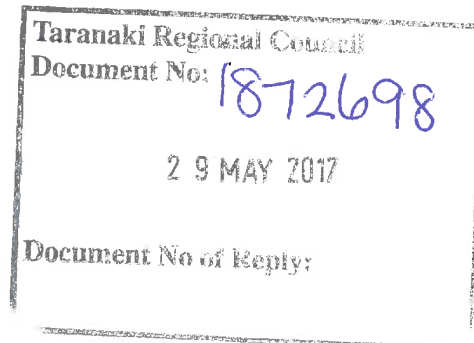
Earthmovers • Plant hire • Civil engineering • Quarry operators • Bulk transport • Heavy haulage • Storage • Stockfooc





26<sup>th</sup> May 2017

The Chairman  
Taranaki Regional Council Transport Committee  
Private bag 713  
Stratford 4352  
Taranaki



REFERENCE: Mount Messenger Proposed Bypass

Dear Sir,

I write this letter on behalf of TIL Freighting Ltd.

Our company has been involved in the consultation process and reviewed the three options being considered for the Mount Messenger bypass route.

We would like to make it clear that the staff of TIL Freight agree that OPTION 3 is by far the best option. Meetings have been held with our drivers who have concluded that this is the safest and best option.

Our company is dependant on SH3 from Taranaki driving north and return for General Freight volumes and import / export containers into and out of Taranaki. The highway is vital, not only for our company but for all of our customers.

Recent road closers have caused havoc to our upper North Island customers who rely on general freight deliveries to service their communities.

TIL Freight has had to put in place contingencies to redirect our vehicles through alternative routes, such as via Wanganui.

This has caused major delays to our customers, has stretched our drivers to their working limits and has financially impaired our bottom line.

TIL Freight completes in excess of 25 movements on SH3 with our fleet every 24hrs.

It is crucial that we keep our drivers and other motorists safe on all highways, including SH3.



NEW ZEALAND OWNED | NEW ZEALAND WIDE



We understand that there are alternative cheaper options but TIL Freight supports OPTION 3 as the only option that will ensure we can safely continue to drive our units.

I thank you for your consideration of our perspective.

Should you require any further information please do not hesitate to contact me.

Kind Regards

A handwritten signature in blue ink, appearing to read 'Andy Watt'.

Andy Watt  
General Manager Sales and Marketing  
TIL Freight  
24-30 Paraita Road, Bell Block  
New Plymouth 4342  
06 755 9468  
0274 891 229



NEW ZEALAND OWNED | NEW ZEALAND WIDE

## PETER SOLE TRANSPORT LTD

19 Mahoetahi Rd  
RD 42  
WAITARA 4382

Phone: 06 754 8454  
Fax: 06 754 6271  
Mobile: 0274 431 807

Email: [paulb.psoletransport@xtra.co](mailto:paulb.psoletransport@xtra.co).

19/5/2017

To whom it may concern

**Peter Sole Transport would like to congratulate the N.Z.T.A. for the effort that has been put into the planning of the Mt Messenger by-pass options.**

**At Peter Sole Transport the general feeling between management and drivers is that option 3 would be the most cost effective and safest route to be implemented.**

**Peter Sole trucks on an average do anything between 6 to 8 crossings of Mt Messenger daily so it would be a huge relief if option 3 is used due to the directness and the safest possible route.**

Best Regards

Paul Bazeley  
Operations Manager  
Peter Sole Transport



#1891216



P.O. Box 172  
Hawera 4640

325 South Road  
Hawera 4610

Phone 06-278 2070  
Fax 06-278 8026

25<sup>th</sup> May 2017

Taranaki Regional Council

Dear Chairman

Mount Messenger State Highway 3 Bypass – Option3

Jackson Transport Limited (JTL) fully back Option 3 as the only bypass option. This is the most direct and safest option tabled for all road users.

State Highway 3 is a very important, connecting our clients in Taranaki to the Waikato and beyond. JTL transport between 150 and 500 tonne per day of time sensitive product on this route. When this route is closed due to accidents or slips it significantly impacts our business with extra costs and our customers with downgraded manufacturing product.

This integral upgrade is hopefully the start of many more for this route in years to come. NZTA must not skimp and deliver a second grade road network but deliver the most direct and safe road as they have in many other parts of New Zealand's network. This road must be built with 100 years in mind and not deliver us the substandard contour, width and surface that we travel today.

During winter months when State Highway 1 is closed, the link from Taranaki to Waikato becomes critical. State Highway 3 must be improved for safety and reliability. Option 3 is the start.

For any further information please contact the undersigned on 027 498 3822.

Regards

M B Sorensen

Mark Sorensen  
General Manager

#1891602



*Taranaki By Products Ltd*  
*Manufacturers of Meat Meal, Blood Meal, Poultry Meals & Tallow*

Telephone: 06 278 2070  
Facsimile: 06 278 8026

24<sup>th</sup> May 2017

New Zealand Land Transport Association

To Whom It May Concern

**Re: Mount Messenger Alternative Routes**

Taranaki By Products operates the largest by products rendering plant in New Zealand situated in South Taranaki processing up to 1000 tonnes of raw product daily operating 356 days per year.

Approximately 150 tonnes of Taranaki By Products product is transported via SH3 over Mount Messenger daily with plans to increase this by the end of 2017 by another 80 tonnes per day. We also have another plant in the Northern Waikato region, if either the Taranaki or Waikato plant have a major breakdown we can transport another 500 tonnes per day either north or south via Mount Messenger.

The product we are transporting is perishable so time is of the utmost importance to get the product delivered as quickly and in the safest way possible. We are also investigating sending our finished product north via SH3 to Tauranga Port due to the closure of the Wellington Port after the Kaikoura earthquake and the New Plymouth Port now having no container ships stopping. This could result in 60 X 20ft full containers transported north weekly and 60 empty containers south weekly via Mount Messenger.

Taranaki By Products strongly supports Option 3 as the most safest and direct route for the transportation of our products.

For any further information please contact the undersigned on 0274464930.

Paul Drake

General Manger  
Taranaki By Products Limited

*PO Box 172, Hawera 4640, New Zealand*



#1892658



26 May 2017

The Chairman  
Taranaki Regional Council Transport Committee  
Private Bag 713  
Stratford 4352  
Taranaki

**Mt Messenger Bypass**

Dear Tom,

During recent discussions with transport and logistics suppliers to Anzco Foods, the three proposed options of the Mount Messenger by-pass were tabled.

Anzco Foods operate two processing facilities within Taranaki, that are both extremely reliant on the road network to and from Taranaki being fluent - for the supply of livestock and raw materials in order to keep our processing plants operating seamlessly, and also to ensure clients demands are met for the export of our time sensitive, outgoing products.

I believe that the most viable solution to maintain a flawless network that will serve the local economy well is option 3. This option whilst not the simplest of the three appears, to be the most permanent solution.

Thank you for your considering my feedback on this project.

Kind regards

A handwritten signature in black ink, appearing to read 'Graham Parker'.

Graham Parker

Site manager  
Anzco Foods Ltd



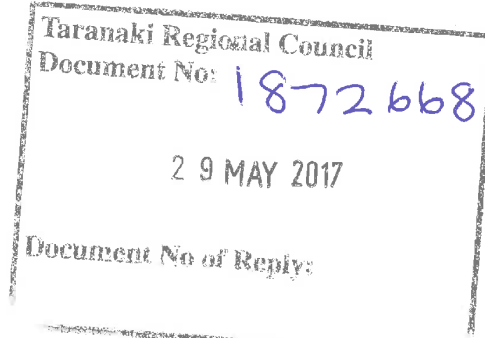
# Freight & Bulk Transport Holdings Ltd

Head Office: Katere Road, P.O. Box 472, New Plymouth 4340  
Telephone: 06 759 2150 Freephone: 0800 4 FBT NOW  
Fax: 06 759 2130 Email: FBT@fbt.co.nz



23<sup>rd</sup> May 2017

The Chairman  
Regional Transport Committee  
Taranaki Regional Council  
Private Bag 713  
STRATFORD



Dear Sir/Madam

**RE : MOUNT MESSENGER BYPASS**

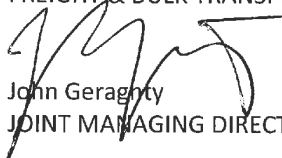
I am writing in support of **OPTION 3**. My reasons are as follows :

1. It is the safest road user route. This must be a major consideration. As we all are well aware of - the straighter the road the safer it is.
2. The maintenance of the road will be reduced. Every corner has a higher wear cost. Vehicles in particular, trucks and trailers, have a higher maintenance and tyre cost on roads with tight corners.
3. Being the shortest route will reduce travel time and therefore reduce costs.
4. It will be a cost benefit to manufacturers/exporters moving products in and out of Taranaki. Will also assist in making Port Taranaki more competitive, in particular with stock food, fertilizer and logging. Will push back a little towards Mount Maunganui when companies are doing their costs analysis.
5. People outside of Taranaki have a perception that we are on a limb and have a terrible road. We need to change that.

- HEALTH & SAFETY ✓
- EFFICIENT ✓
- ECONOMIC ✓
- ENJOYABLE ✓
- SECURITY ✓

In summary the shortest and straightest route is the only option. **OPTION 3**, up and over and we will end up with a 100 year safe route.

Kind Regards  
FREIGHT & BULK TRANSPORT HOLDINGS LTD

  
John Geraghty  
JOINT MANAGING DIRECTOR

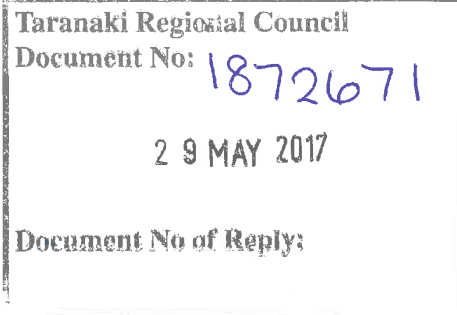


The Chairman  
Regional Transport Committee  
Taranaki Regional Council  
Private Bag 713  
Stratford

24 May 2017

Re: Option 3 – SH3 Mt Messenger

85 Katere Road  
PO Box 3147  
Fitzroy  
New Plymouth 4341  
New Zealand



Dear Mr Chairman,

I write in unreserved support of the implementation of Option 3 for the proposed bypass of Mt Messenger on SH3.

The route north is an economic lifeline to New Plymouth and Taranaki and it is critical that this road is both safe and reliable. As the owner of an Engineering Business in New Plymouth, I can testify to the vital importance of this route being engineered to last and function properly. Our business has a branch in Waikato and we conduct a significant amount of business there with staff members travelling to and from the Waikato weekly.

The slip event last year at Mokau closed SH3 for several days and this impacted upon our business to the extent we received no raw product for a week. Venture Taranaki Trust conservatively estimated the impact on New Plymouth business as being in excess of \$250,000 per day.

A Kaikoura like event would undoubtedly have a devastating effect to our businesses, industry, and our growing tourism industry in Taranaki. The poor rail infrastructure in Taranaki combined with the lack of container shipping from Port Taranaki has meant larger and more trucks are now using our roads and the roads need to be fit for purpose.

Bold forward thinking decisions need to be made to ensure this section of SH3 has a 100 year fix, put simply, do it once, do it right, consider the difference between cost and value , select option 3 and provide Taranaki with a safe and reliable SH3, not a compromised one.

Yours Sincerely,

S.G.(Steve) Day  
Managing Director