

Regional Transport Committee

**Wednesday 18 March 2015**

**10.30am**

**Taranaki Regional Council, Stratford**

**Agenda for the Regional Transport Committee of the Taranaki Regional Council to be held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 18 March 2015 commencing at 10.30am.**



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

**Apologies**

**Notification of Late Items**

<b>Item 1</b>	<b>Confirmation of Minutes – 26 November 2014</b>	<b>Page 1</b>
<b>Item 2</b>	<b>Minutes of the Taranaki Regional Transport Advisory Group</b>	<b>Page 8</b>
<b>Item 3</b>	<b>Hearing of Submissions and finalising of the draft Regional Land Transport Plan for Taranaki 2015-2021</b>	<b>Page 14</b> <i>Three Separate Reports</i>
<b>Item 4</b>	<b>NZ Transport Agency Regional Report</b>	<b>Page 19</b>
<b>Item 5</b>	<b>Release of 2015 Government Policy Statement on Land Transport (GPS 2015)</b>	<b>Page 24</b>

<b>Item 6</b>	<b>Accelerated Regional Roading Package - project updates</b>	<b>Page 44</b>
<b>Item 7</b>	<b>Passenger transport operational update for the quarter ending 31 December 2014</b>	<b>Page 51</b>
<b>Item 8</b>	<b>Correspondence and information items</b>	<b>Page 58</b>
<b>Item 9</b>	<b>General Business</b>	

## Agenda Memorandum

**Date** 18 March 2015



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

**Subject: Confirmation of Minutes – 26 November  
2014**

**Item:** 1

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

B G Chamberlain, Chief Executive

**Document:** 1481418

---

### 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 26 November 2014 at 1.00pm
2. notes the recommendations therein were adopted by the Taranaki Regional Council on 16 December 2014.

### Matters arising

#### Appendices

Document #1437701 – Minutes Regional Transport Committee Wednesday 26 November 2014

**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 26 November 2014  
commencing at 1.00 pm.**



<b>Members</b>	Councillor	R F H Maxwell	(Committee Chairperson)
	Councillor	C S Williamson	(Committee Deputy Chairperson)
	Councillor	H Dodunski	(New Plymouth District Council)
	Mayor	R Dunlop	(South Taranaki District Council)
	Mayor	N Volzke	(Stratford District Council)
	Ms	R Bleakley	(New Zealand Transport Agency)

<b>Attending</b>	Councillor	M Powell	(South Taranaki District Council)
	Messrs	M J Nield	(Director-Corporate Services)
		G C Severinsen	(Policy & Strategy Manager)
		C B Clarke	(Transport Services Manager)
	Mrs	K van Gameren	(Committee Administrator)
	Mrs	F Ritson	(Policy Analyst)
	Ms	K Watt	(Passenger Transport Officer)
	Messrs	L Hammond	(New Zealand Transport Agency)
		D McGonigal	(New Zealand Transport Agency)
		V Lim	(South Taranaki District Council)
M Aves		(New Plymouth District Council)	
B Jagersma		(Stratford District Council)	

**Apologies** There were no apologies.

**Notification  
of Late Items**

Correspondence and information items – inward correspondence from NZ Transport Agency 24 November 2014

**1. Confirmation of Minutes – 21 August 2014**

**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 Thursday 21 August 2014 at 10.30am

2. notes the recommendations therein were adopted by the Taranaki Regional Council on 24 September 2014.

Maxwell/Williamson

### **Matters arising**

There were no matters arising.

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

- 2.1 The minutes of the Taranaki Regional Transport Advisory Group meetings held on Friday 15 August 2014, Monday 29 September 2014, Thursday 23 October 2014 and Thursday 13 November 2014 were received and noted.
- 2.2 The Committee thanked and acknowledged the work and expertise of the Taranaki Regional Transport Advisory Group's input into the development of the draft Regional Land Transport Plan 2015-2021.

### **Recommended**

THAT the Taranaki Regional Council

1. receives for information purposes the minutes of the Taranaki Regional Transport Advisory Group meetings held on Friday 15 August 2014, Monday 29 September 2014 and Thursday 23 October 2014
2. receives for information purposes the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Thursday 13 November 2014.

Maxwell/Dunlop

## **3. State Highway 3 Working Party update**

- 3.1 The memorandum, for information purposes, presenting the meeting notes of the State Highway 3 Working Party meeting held Monday 10 November 2014 were received and noted by the Committee.

### **Recommended**

THAT the Taranaki Regional Council

1. receives for information purposes the unconfirmed notes of the State Highway 3 Working Party meeting held on Monday 10 November 2014
2. notes the commencement of the Mount Messenger to Awakino Gorge Corridor project being undertaken through the Government's Accelerated Regional Roding Package announced in June 2014.

Maxwell/Williamson

#### **4. Road Policing Matters**

- 4.1 Senior Sergeant Allan Whaley and Sergeant Pat Duffy provided an update to the Committee on road policing matters in Taranaki, with particular focus on speed reduction, enforcement of speed limits with 4km tolerance and the new lower alcohol limits for over 20 year old drivers from 1 December 2014.

#### **5. New Zealand Transport Agency Regional Report**

- 5.1 Ms R Bleakley, New Zealand Transport Agency, spoke to the Regional Report updating Members on Agency news and activities and deliverables from the current National Land Transport Programme.
- 5.2 The Committee noted and discussed the confirmed Financial Assistance Rates (FAR) distributed to all approved organisations. Mayor N Volzke, Stratford District Council, sought discussion on the special purpose road FAR for the 2015-2018 National Land Transport Programme (NLTP), noting the end transition target FAR for the Stratford District Council is 57%. Mayor Volzke outlined that following a recent stakeholder group meeting, in which the NZ Transport Agency provided an overview and guidance on FAR, the inference from the meeting was that the FAR for special purpose roads would be at the current rate for the 2015-2018 period and that consultation with the councils would be undertaken through the 2015-2018 period to determine the FAR going forward thereafter. As presented in the Regional Report, it indicates that the final FAR for special purpose roads starting 2018/2019 has been set at a greatly reduced rate than what his council was led to believe without consultation. This comment was supported by Councillor H Dodunski, New Plymouth District Council, who attended the stakeholder group meeting with Mayor Volzke. There are three special purpose roads in Taranaki, two in Stratford District and one in New Plymouth District and all are within the Egmont National Park.
- 5.3 Mr L Hammond and Ms R Bleakley, NZ Transport Agency, agreed to provide clarification on the matter to Mayor Volzke and the New Plymouth District Council. The NZ Transport Agency noted that work will be undertaken during 2015-2018 to determine how special purpose roads are treated nationally and who will maintain them. It was agreed that the Department of Conservation should be included in this determination.

#### **Recommended**

THAT the Taranaki Regional Council

1. notes and receives the Regional Report from the New Zealand Transport Agency dated 13 November 2014.

Maxwell/Williamson

#### **6. Draft Regional Land Transport Plan for Taranaki 2015-2021**

- 6.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum presenting the draft *Regional Land Transport Plan for Taranaki 2015/16 – 2020/21* (the Plan) for adoption,

incorporating any changes/amendments the Committee wishes to make.

- 6.2 Mrs F Ritson, Taranaki Regional Council, provided a presentation to the Committee providing an overview of the Plan and its contents and providing context on how decisions were made in developing the Plan and the next steps in forwarding an approved Plan to the NZ Transport Agency by 30 April 2015.
- 6.3 The Committee were generally supportive of the draft Plan as presented. The Committee Chairperson Councillor R F H Maxwell tabled a list of potential roading improvements for SH3 north. It was agreed that the appropriate body to consider this list was the project team working on the SH3 Mt Messenger to Awakino Gorge Accelerated Regional Roothing Project. It was noted that the Agency's Project Manager for this project had already received this list at the State Highway 3 Working Party meeting held on 10 November 2014.
- 6.4 Section 5.8 of the Plan (activities not included at this time) was discussed. Concern was expressed that roading projects long considered by the Committee and regional community as being significant, were being portrayed as not being included in the Plan therefore ceasing to be relevant. While the Committee recognised that constrained funding from the National Land Transport Fund (NLTF) creates increased competition for roading projects, the Committee requested the Plan better reflect the importance of potential roading projects to Taranaki and that they are still on a 'list' for consideration. It was agreed to amend the heading of Section 5.8 to *Activities included for future consideration*.
- 6.5 The Regional Prioritisation list of regionally significant activities proposed for funding from the NLTF in the 2015-2021 period (Table 4) was discussed and agreed upon.

### **Recommended**

THAT the Taranaki Regional Council

1. agrees that the draft *Regional Land Transport Plan for Taranaki 2015/16 – 2020/21*
  - contributes to the purpose of the *Land Transport Management Act 2003*, which is to contribute to an effective, efficient, and safe land transport system in the public interest
  - is consistent with the draft 2015 Government Policy Statement (GPS) on land transport
  - has taken into account
    - any relevant national and regional policy statements or plans under the *Resource Management Act 1991*
    - the *National Energy Efficiency and Conservation Strategy*
    - likely funding from any source
  - has considered (during its development) alternative regional land transport objectives that would contribute to the purpose of this Act, and the feasibility and affordability of those alternative objectives
2. agrees to the recommended priority ordering of activities included in Table 4 of the draft *Regional Land Transport Plan for Taranaki 2015/16 – 2020/21*



3. adopts the draft *Regional Land Transport Plan for Taranaki 2015/16 – 2020/21* for public consultation, subject to any changes agreed by the Committee.

Maxwell/Volzke

## **7. Passenger transport operational update for the quarter ending 30 September 2014**

- 7.1 Mr C B Clarke, Transport Services Manager, spoke to the memorandum providing the Committee with an operational report of the public transport services throughout Taranaki as at 30 September 2014.
- 7.2 The Committee noted and discussed the slide in patronage on the SouthLink services for the second quarter in a row. Mr Clarke noted that there will be community engagement on this matter with a view to delivering a service that better meets the transport requirements of the users.

### **Recommended**

THAT the Taranaki Regional Council

1. receives and notes the operational report of the public transport services for the quarter ending 30 September 2014.

Maxwell/Dodunski

## **8. Correspondence and information items**

- 8.1 The memorandum updating Members on correspondence and information items received since the last Committee meeting was received and noted.
- 8.2 The correspondence items refer to the variation of the Regional Land Transport Programme for Taranaki 2012-2015, the inclusion of State Highway 3 improvements in Regional Land Transport Plans for 2015-2021, the impact of delayed decisions on local government processes and the (tabled) NZ Transport Agency letter (dated 24 November 2014) in response to this matter.

### **Recommended**

THAT the Taranaki Regional Council

1. notes and receives the correspondence sent to the New Zealand Transport Agency regarding approval of requests to vary the *Regional Land Transport Programme for Taranaki 2012-2015*
2. notes and receives the correspondence to and from the Waikato Regional Transport Committee regarding inclusion of State Highway 3 improvements in the draft *Regional Land Transport Plan for Waikato 2015-2021*

3. notes and receives the correspondence sent and received from the New Zealand Transport Agency regarding the impact of delayed decisions on local government processes.

Maxwell/Williamson

## 9. General Business

There were no matters of general business.

There being no further business the Committee Chairperson, Councillor R F H Maxwell, declared the Regional Transport Committee meeting closed at 3.00pm.

**Confirmed**

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

**Date:** 18 March 2015

## Agenda Memorandum

**Date** 18 March 2015



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

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

**Item:** 2

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

**Document:** 1482166

---

### Purpose

The purpose of this memorandum is to receive (for information) the minutes of the Taranaki Regional Transport Advisory Group meetings held on Wednesday 18 February 2015 and Wednesday 4 March 2015.

### Recommendations

That the Taranaki Regional Council:

1. receives for information purposes the minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 18 February 2015
2. receives for information purposes the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 4 March 2015.

### Background

The Taranaki Regional Transport Advisory Group has met frequently in recent months to progress development of the draft *Regional Land Transport Plan for Taranaki 2015-2021*.

### 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**

Document 1471750: Minutes Taranaki Regional Transport Advisory Group (RTAG) 18 February 2015

Document 1478805: Minutes Taranaki Regional Transport Advisory Group (RTAG) 4 March 2015

**Minutes of the Taranaki Regional Transport Advisory Group meeting held at the Taranaki Regional Council, 47 Cloten Road, Stratford, on Wednesday 18 February 2015 commencing at 10.30am.**

<b>Present</b>	Barry Jagersma	Stratford District Council
	Max Aves	New Plymouth District Council
	Vincent Lim	South Taranaki District Council
	Kiri McRae	NZ Transport Agency
	Delaney Myers	NZ Transport Agency
	Ross I Anson	NZ Transport Agency
	Chris Clarke	Taranaki Regional Council
	Gray Severinsen	Taranaki Regional Council
	Fiona Ritson	Taranaki Regional Council
	Kathryn van Gameren	Taranaki Regional Council
	Karen Watt	Taranaki Regional Council
<b>Apologies</b>	Alan Catchpole	NZ Transport Agency
	Cole O'Keefe	NZ Transport Agency
	Paul Murphy	NZ Transport Agency
	Mike Nield	Taranaki Regional Council

**1. Confirmation of Minutes - Regional Transport Advisory Group meeting - Thursday 13 November 2014**

The minutes of the Regional Transport Advisory Group (RTAG) meeting held on Thursday 13 November 2014 were received and confirmed.

**Matters arising**

There were no matters arising.

**2. Development of Regional Land Transport Plan (RLTP) 2015-2018**

Mrs Fiona Ritson, Taranaki Regional Council, noted to the Group that 10 submissions have been received on the draft Regional Land Transport Plan for Taranaki 2015/2016 – 2020/2021 (the RLTP). Copies of the submissions were circulated to the Group prior to the meeting. Of the 10 submissions received, five submitters wish to be heard in support of their submission.

Each submission was reviewed and considered, with the Group providing input into the preparation of a draft officer's report on the submissions, including officer recommendations, which will aide consideration and decisions by the Regional Transport Committee on 18 March 2015.

The Group's deliberation on the submissions will be included in the officer's report on submissions to the RLTP. A draft officer's report will be presented to the Group at their next meeting on 4 March 2015 for further consideration.

### 3. Updates

#### Release of final GPS 2015

Mr Ross I'Anson, NZ Transport Agency, advised the Group that the final GPS 2015 was released on 18 December 2014. Only minor changes were made from the draft GPS. An update item on this will be provided to the next RTC meeting.

#### Progress in applying ONRC system to RCA roading networks

National moderation is still underway on the classification of their network put forward by each RCA – likely to be completed by the end of March. In parallel, RCAs are now developing transition plans for the 2015-18 NLTP describing how the RCA will meet the ONRC expectations ahead of the 2018-21 NLTP. The Agency is still working through matters and providing support to councils to help with the process. Discussion held around the greater monitoring required under the ONRC and the increased costs/time for each RCA to comply with this.

#### Key project updates from NZTA

Vickers to City – update provided to the Group. Construction programme on track for completion in February 2016. Recent work has included preparing the necessary construction and traffic management plans, and fabricating the moulds for the pre-cast concrete beams that will allow the new bridges to be constructed more efficiently. Further details and updates at [www.nzta.govt.nz/vickers-to-city](http://www.nzta.govt.nz/vickers-to-city)

Normanby Overbridge Realignment – enabling works have commenced in January 2015. Project will take approximately two years to complete. Official sod turning and Iwi blessing ceremony will be held on Thursday 5 March 2015 at 11am. Invitations will be sent to invitees including the Regional Transport Committee, Taranaki Regional Council and South Taranaki District Council.

Bell Block to Waitara Investigation – work ready to be put out for tender, delayed by national cashflow constraints.

Mt Messenger to Awakino Gorge project – no further update available.

### 4. Other Business

There were no other items of business.

Next meeting – Wednesday 4 March 2015

Meeting closed 1.10pm

**Minutes of the Taranaki Regional Transport Advisory Group meeting held at the Taranaki Regional Council, 47 Cloten Road, Stratford, on Wednesday 4 March 2015 commencing at 10.30am.**

<b>Present</b>	Barry Jagersma	Stratford District Council
	Max Aves	New Plymouth District Council
	Vincent Lim	South Taranaki District Council
	Kiri McRae	NZ Transport Agency
	Delaney Myers	NZ Transport Agency
	Alan Catchpole	NZ Transport Agency
	Paul Murphy	NZ Transport Agency
	Chris Clarke	Taranaki Regional Council
	Gray Severinsen	Taranaki Regional Council
	Mike Nield	Taranaki Regional Council
	Fiona Ritson	Taranaki Regional Council
	Kathryn van Gameren	Taranaki Regional Council
	Karen Watt	Taranaki Regional Council

**Apologies**      Ross I'Anson      NZ Transport Agency

**1. Confirmation of Minutes - Regional Transport Advisory Group meeting - Wednesday 18 February 2015**

The minutes of the Regional Transport Advisory Group (RTAG) meeting held on Wednesday 18 February 2015 were received and confirmed.

**Matters arising**

There were no matters arising.

**2. Development of Regional Land Transport Plan (RLTP) 2015-2018**

Tabled:

- Subsequent (tracked) changes to the draft *Summary of Submissions and Recommendations* officers report
- *Draft Regional Land Transport Plan for Taranaki* version 4

Mrs Fiona Ritson, Taranaki Regional Council, spoke to the draft officers' reports outlining to the Group the proposed recommendations relating to each submission received on the Regional Land Transport Plan for Taranaki 2015/2016 - 2020/2021 (the RLTP). Feedback and comment were requested from the Group on the draft officers' report. Members of the Group were guided through the tabled draft RLTP that showed proposed changes and amendments to the Plan and sought clarification on those proposed changes.

Following discussion, minor changes to the Draft RLTP were agreed upon. The changes were largely to provide clarity in some sections and broadening the language where appropriate.

Mrs Ritson noted to the Group that the activity class expenditure in Transport Investment Online (TIO) has not been updated to the GPS 2015 and so the extracts for the Taranaki region are not available until April 2015. The Group will therefore need to provide separate updates/checks to enable the RLTP to be updated for the Regional Transport Committee.

*Action:* Fiona to email out Excel versions of the relevant tables for organisations to completed and return.

The draft RLTP will be considered by the Taranaki Regional Transport Committee on 18 March 2015.

### **3. Stock Truck Effluent Disposal sites**

Mrs Fiona Ritson, Taranaki Regional Council, noted to the Group that the Taranaki Regional Council is planning to begin reviews of the *Regional Walkways and Cycleways Strategy for Taranaki* and the *Regional Stock Truck Effluent Disposal Strategy for Taranaki* later in 2015. Engagement with key stakeholders will be undertaken when the reviews are commenced. Mr Max Aves, New Plymouth District Council, and Mr Vincent Lim, South Taranaki District Council, provided an update to the Group on operation and maintenance matters associated with the effluent disposal sites located in their districts.

### **4. Potential cycle touring routes**

Mr John Haylock and Mr Anthony Rhodes, Venture Taranaki, joined the Group meeting at 12.00pm. The Group was presented with a draft proposal to begin investigating the development of a cycle touring route in Taranaki in liaison with the four Taranaki councils. Venture Taranaki are considering presenting a proposal to the New Zealand Cycle Trial signalling a new potential route being an 'Around the Mountain' circuit. More research and investigation is required to turn the proposal cycle touring route into a reality. The Group was supportive of the proposal, noting that the concept presented by Venture Taranaki is in its early stages. It was agreed to consider this matter further when the *Regional Walkways and Cycleways Strategy for Taranaki* is reviewed later this year.

### **5. Other Business**

An overview of the agenda contents for the Taranaki Regional Transport Committee meeting on 18 March 2015 was provided.

Ms Kiri McRae, NZ Transport Agency, advised the Group that the FAR Review on road safety has been revised up to 61% for the region (from 54%).

The Central Regional Freight Story is currently undergoing redevelopment. The Regional Transport Committee at their meeting in June 2015 will be provided an update on this matter.

Next meeting – Wednesday 15 April 2015

Meeting closed 12.40pm.



## Agenda Memorandum

**Date** 18 March 2015



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

**Subject: Hearing of Submissions and finalising of  
the draft Regional Land Transport Plan  
for Taranaki 2015–2021**

**Item:** 3

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

B G Chamberlain, Chief Executive

**Document:** 1481012

---

### Purpose

The purpose of this memorandum is to:

- Introduce submissions on the draft *Regional Land Transport Plan for Taranaki 2015/16–2020/21*
- Hear the submitters who wish to speak to their submission
- Make recommendations on submissions and any consequential changes to the draft Plan
- Seek endorsement of the finalised Plan to be forward to the Taranaki Regional Council meeting on 7 April 2015.

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

- Full copies of the public submissions received
- A *Summary of Submissions and Recommendations* report
- A copy of the draft *Regional Land Transport Plan for Taranaki 2015/16–2020/21* with the recommended changes tracked for ease of reference.

### Executive summary

Pursuant to the *Land Transport Management Act 2003*, a new *Regional Land Transport Plan for Taranaki 2015/16–2020/21* is required to be prepared by the Regional Transport Committee and adopted by the Council and then forwarded to the NZ Transport Agency by 30 April 2015. The Plan will replace the current *Regional Land Transport Strategy for Taranaki* and *Regional Land Transport Programme for Taranaki*. The programme component of the Plan is the key mechanism by which funding is sought from central Government for land transport activities.

At the last Regional Transport Committee meeting held on 26 November 2014, the release of the draft *Regional Land Transport Plan for Taranaki 2015/16–2020/21* (RLTPlan or the Plan) for public consultation was endorsed. Ten submissions were received during consultation on

the RLTPlan. Responses and recommendations for each matter raised within the submissions received have been prepared for the Committee.

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

Please note that due to timing constraints, the tables within the Plan involving activities and expenditure (Tables 2, 3, 4, 7, 8, 11 and 12) are still being updated and will be tabled at the meeting for Members' consideration. These amendments are predominantly minor in nature and do not change any of the policies or intent of the Plan.

## Recommendations

That the Taranaki Regional Council:

1. acknowledges with appreciation the input made by sector groups and individuals to the draft *Regional Land Transport Plan for Taranaki 2015/16–2020/21*
2. receives and acknowledges with thanks the submissions received on the draft *Regional Land Transport Plan for Taranaki 2015/16–2020/21*
3. adopts the recommendations contained within the attached 'Summary of Submissions and Recommendations' report, subject to amendments agreed to by the Committee
4. endorses the recommended changes to the draft *Regional Land Transport Plan for Taranaki 2015/16–2020/21*, subject to any changes agreed by the Committee
5. approves the *Regional Land Transport Plan for Taranaki 2015/16–2020/21*
6. agrees that the *Regional Land Transport Plan for Taranaki 2015/16–2020/21* be sent to the New Zealand Transport Agency by the due date of 30 April 2015.

## Background

Members will recall that the draft RLTPlan was prepared in response to the requirements of the *Land Transport Management Act 2003* (LTMA). This will be the first RLTPlan developed under amendments made to the LTMA in 2013 and will effectively combine elements of the existing Regional Land Transport Strategy and Regional Land Transport Programme into one plan. Once adopted, it will replace the current *Regional Land Transport Strategy for Taranaki* and *Regional Land Transport Programme for Taranaki*, effective from 1 July 2015.

The RLTPlan sets out the strategic direction for the region's land transport system over an approximately 30 year planning horizon. It identifies short term transport priorities over the first 10 years (including the regional programming of transport activities for funding from the National Land Transport Fund for the next 6 years), as well as identifying longer-term transport priorities for the region. Its scope includes policy and activities relating to the region's roading maintenance and improvements, public transport services and infrastructure, walking and cycling infrastructure, road safety and transport planning across the region.

At the Committee's previous meeting on 26 November 2014, the draft RLTPlan was considered and adopted for public consultation.

## Community engagement

The draft RLTPlan was released for public consultation on Saturday 6 December 2014 and submissions closed at 4.00pm on Monday 9 February 2015.

The draft RLTPlan was publically notified in all of the region's newspapers, with copies being available to view at all council offices and public libraries in the region, and available to view/download from the Council's website. Key stakeholders were notified by email of the release of the draft Plan for public consultation, with a link to the webpage provided. There was an online submission option available to submitters.

The draft Plan webpage was viewed a total of 175 times during the submission period, with 149 of these being 'unique' page views (rather than repeat visits by the same user).

## Summary of submissions received and recommendations made

Ten organisations made submissions to the draft RLTPlan. Each of the ten submissions received have been summarised in the attached *Summary of Submissions and Recommendations* report, with responses and recommendations provided for each matter raised. The Regional Transport Advisory Group (RTAG) has been involved in preparing these recommendations for the Committee's consideration.

## Hearing of Submissions

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

Time	Organisation	Represented by	Submission number	Response pages
10:30am	Venture Taranaki	Stuart Trundle	5	21 - 23
10:45am	Te Korowai o Ngāruahine Trust	Louise Tester	10	33 - 46
11:00am	North Taranaki Cycling Advocates	Graeme Lindup	7	29 - 30
11:15am	Waikato Regional Council	Cr Hugh Vercoe	1	3 - 8
11:30am	Taranaki Equestrian Network	Megan Gundesen	8	31 - 32

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

## Relationship between the RLTPlan and Long-Term Plans — changes to proposed activities are likely

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

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

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

## Next steps

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

26 November 2014	RTC approves draft Plan for release for consultation
6 December 2014	Draft Plan notified for public consultation
9 February 2015	Public consultation period ends.
February 2015	Preparing officers' report on submissions received.
18 February 2015	RTAG meeting - initial consideration of submissions and other changes needed.
4 March 2015	RTAG meeting - consider final Plan incorporating recommended changes.
18 March 2015	RTC holds Hearing of Submissions on draft Plan. RTC approves final RLTP (with amendments from consideration of submissions) to go to the TRC for consideration.
7 April 2015	TRC adopts the Plan.
30 April 2015	Plan must be submitted to NZTA (via online submission into TIO) where the activities will be nationally moderated for inclusion in the <i>National Land Transport Programme 2015–2018</i> .

We are here

The approved *Regional Land Transport Plan for Taranaki 2015/16–2020/21* will be presented to the 7 April 2015 meeting of the Taranaki Regional Council for its final approval.

Once approved, the RLTPlan will be forwarded to NZ Transport Agency (via online submission into the Transport Agency's funding management system Transport Investment Online TIO) by 30 April 2015, where the activities component will be 'nationally moderated' for inclusion in the National Land Transport Programme (NLTProgramme).

The NLTProgramme will be adopted on (and implemented effective from) 1 July 2015, with organisations then learning what central government co-funding they have been successful in securing for land transport activities.

## Decision-making considerations

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

## Financial considerations—LTP/Annual Plan

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

**Policy considerations**

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

**Legal considerations**

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

**Appendices/Attachments – three separate reports**

Document 1470085: Public submissions received on the draft RLTPlan 2015-2021

Document 1476833: RLTPlan 2015-2021 Summary of Submissions and Recommendations

Document 1433405: Draft *Regional Land Transport Plan for Taranaki 2015/16–2020/21*

## Agenda Memorandum

**Date** 18 March 2015



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

**Subject: NZ Transport Agency Regional Report**

**Item:** 4

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

**Document:** 1480380

---

### Purpose

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

### Recommendation

That the Taranaki Regional Council:

1. notes and receives the Regional Report from the New Zealand Transport Agency dated 18 March 2015.

### Background

Attached to this memorandum for the Committee's reference is the Regional Report from the Transport Agency to the Taranaki Regional Transport Committee dated 18 March 2015.

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

### Decision-making considerations

Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendation 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 1480378: NZTA Regional Report to Taranaki RTC – March 2015

# REGIONAL REPORT

<b>Report to:</b>	Taranaki Regional Transport Committee
<b>Presenter:</b>	Raewyn Bleakley, Regional Director, Central
<b>Date:</b>	18 March 2015

## 1. Agency News

### Release of the Government Policy Statement on Land Transport

Minister of Transport Simon Bridges officially released the Government Policy Statement on Land Transport (GPS) on 18 December 2014. The GPS sets out the Government's priorities for expenditure from the National Land Transport Fund over the next 10 years, guiding the allocation of over \$3 billion a year in transport investment.

The final GPS is largely unchanged from the draft consultation document released in June 2014. This means that the planning and investment signals provided by the Transport Agency through 2014 are consistent with the GPS and remain relevant to our partners who are developing plans as part of the 2015-18 NLTP. This includes guidance on the change from targeted R Funds to the nationally contestable Regional Improvements activity class. Additionally the release of a final GPS has allowed the Agency to upgrade the draft Investment Assessment Framework (IAF) to final status,

The new GPS continues the strategic direction of its predecessor in focusing on the need to prioritise economic growth and productivity, road safety and value for money.

### One system for all HPMV permit route applications

The Transport Agency is rolling out an online system for operators who want to apply for permits. The system offers operators a range of features such as tracking their permit's progress and remembering their details, to make repeat applications much faster. The system will also enable permits to be processed more efficiently, saving time for our customers and the Transport Agency. While HPMV operators in Auckland have been able to apply for their permits using an online system for some time now, this system is undergoing an upgrade in preparation for rolling out across the country in the first half of 2015.

Operators will be able to continue using a manual system for permits, but the Transport Agency anticipates that most will opt for the time-saving option of online applications.

### New advertising campaign targets speeding drivers

While most road users recognise the risks of driving at speed and support police enforcement of the speed limits, they don't always recognise speeding in their own driving.

A new Transport Agency TV campaign targets competent drivers aged between 20-49 years who drive 'comfortably' fast - typically a bit faster than the posted speed limit or other traffic. These are drivers who feel in control, want to be seen as a good driver and want to feel good when driving.

The new campaign encourages the audience to be conscious of how their speed affects other people and other people's perception of them. Ultimately the goal is to get them to choose to slow down; not just to avoid a ticket but because of the effect their speed has on others. After all, no one should be made to feel unsafe on or near the road.

You can check out the new television ad and all supporting material via the advertising section of the Transport Agency website (<http://www.nzta.govt.nz/about/advertising/speed/numbers.html>).

## 2. Central Region Events

### Carey Griffiths is the new Central Access & Use Regional Manager

After 29 years in the Police, Carey Griffiths has joined the Transport Agency's Central Region Access & Use (A&U) team as Regional Manager.

With around 10 years work in road safety under his belt (including roles as National Operations Manager for Road Policing and National Road Policing Manager) Carey has a great understanding of the regulatory demands of the transport sector and has been working closely with the Transport Agency and road users for a number of years.



Carey has joined the A&U team as they roll out a number of significant service changes, including warrant of fitness and certificate of fitness delivery changes, driver testing and driver licencing changes, and the reduction in legal blood alcohol levels. He recognises there are plenty of challenges ahead but says, "It helps that I'm joining such a well-functioning team, and I know we're just going to get better."

Carey is a keen motorcyclist and has just passed an IAM observed assessment. He is particularly interested in helping to promote motorcycle safety in the Agency and around the region.

### **Road Safety in Taranaki**

We continue to use the road safety reporting methodology outlined in the last RTC report, where we take quarterly statistics and compare them with the average figures for the same period over the last five years. We have reviewed the crash trends over the 5 previous years and compared it with the 2014 crash rate. All crashes on Taranaki Roads (both local and state highway) are included. Please note that all information is provided using the Crash Analysis System, and accordingly is subject to change depending on timeliness of notifications and changes in the seriousness of injuries

The average number of fatal crashes from 2009 to 2013 (5 years) was 16.7 at the end of December or 1.4 per month. For the year to the end of December 2014, there have been 10 fatal crashes or 0.66 fatal crashes per month. The final result for 2014 year looks better than the average over the previous 5 years.

So far this year (to 17 Feb 2015) the Taranaki road network has had one fatal crash. This is on a par with the 2014 crash rate.

The average number of serious injury crashes from 2009 to 2013 (5 years) was 49.2 at the end of December or 4.1 per month. For the year to the end of December 2014 there have been 38 serious injury crashes or 2.6 per month. Again, this year looks better than the last 5 years.

## **3. Delivery of the National Land Transport Programme**

### **Capital Programme**

#### **Vickers to City:**

We have started piling at Te Henui and Waiwhakaiho, service relocation at Mangorei Road and earthworks to widen the highway between Waiwaka Terrace and Devon Street East. We've also changed road layout at Devon Street East including a temporary lane for emergency services so they can get through quickly. The Waiwhakaiho Bridge is due for completion in June and the Te Henui in September; and the project completion is estimated at February 2016. Interested parties can read further details and updates by going to our website: [www.nzta.govt.nz/vickers-to-city](http://www.nzta.govt.nz/vickers-to-city)

#### **HPMV – SH3 South Taranaki to Port Taranaki**

The Ngatoro Stream Bridge is the last bridge of four to be strengthened in this \$1,300,000 contract. Work commenced in January 2015 and should be complete by April 2015.

#### **HPMV – SH3 Hawera to Wanganui:**

This project is to strengthen the Tangahoe River Bridge, Mokoia Overbridge, Manawapou River Bridge, Whenuakura River Bridge, Waitotara Bridge and the Kai Iwi Rail Overbridge in the Horizons Region. Construction started in February 2015 on this \$2,220,000 contract and is expected to be complete in July 2015.

#### **Normanby overbridge realignment:**

The construction contract was awarded to Downer on 12 December 2014. Some enabling works commenced late January 2015 and an Iwi blessing and sod turning ceremony on took place on 5<sup>th</sup> March 2015. Upcoming activities include service relocation and stripping of topsoil. The project will take approximately 2 years to complete and the estimated value of the physical works is \$10.5 million.

#### **Bell Block to Waitara**

The programme business case is ready to go out to tender as soon as cashflow allows.

#### **Mt Messenger to Awakino SH3**

Tenders for the investigation phase are being evaluated.

#### **Maintenance and Operations**

The annual chip seal and pavement construction programme is in full swing and is expected to finish late March early April 2015. The Transport Agency has been working on increased customer focus, including

scheduling of works to minimise impact, notifications to affected parties, site traffic management and advance notifications to customers.

All of the structures on the network, (bridges, retaining walls and large culverts), are inspected annually. Following inspections, the Transport Agency identified two bridges and three culverts on the network that require preservation work to ensure their long term soundness. These works have been programmed.

The Annual Plan for maintenance, operations and renewals for 2015/16 has been compiled and submitted for moderation alongside the rest of the country's Highway annual plans.

Emergency work has been approved for two sites on SH43 that were damaged due to heavy rainfall in December 2014.

#### **Safety**

Safer Speeds: Consultation with the general public will begin for the proposed speed limit change on State Highway 3 between Bell Block and Waitara. The Transport Agency is seeking feedback on the making the temporary speed limit permanent.

Safer Roads and Roadsides: The 2014-15 Minor Safety Improvements Programme is underway with approximately \$1m worth of improvements being undertaken in the region. This work includes the installation of guard rails, chevron boards on corners, early warning signs and a range of other improvements.

The 2015-16 Minor Safety Improvements Programme has been prepared for consideration alongside the rest of the country's highway programme.



---

Raewyn Bleakley  
Regional Director, Central  
4 March 2015

## Agenda Memorandum

**Date** 18 March 2015



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

**Subject: Release of 2015 Government Policy  
Statement on Land Transport (GPS 2015)**

**Item:** 5

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

**Document:** 1481011

---

### Purpose

The purpose of this memorandum is to inform the Committee of the release of the *2015 Government Policy Statement on Land Transport (GPS 2015)* in December 2015, and the consequential release of investment assessment guidance – particularly as they relate to the Regional Improvements activity class.

### Executive summary

The Government Policy Statement on Land Transport (GPS) is the Government's main lever for setting priorities and funding levels for land transport investment, issued by the Minister of Transport every three years. The GPS is a key guiding document for the preparation of regional land transport plans which must 'be consistent with' the GPS. Unfortunately the final GPS covering the 2015-2018 period of the Plan was not released until mid December, when the draft Plan was already out for public consultation.

This memorandum informs the Committee of key aspects of the final GPS 2015, centred on the changed structure in activity classes and the new Regional Improvements activity class which is designed to replace R-Funds.

### Recommendations

That the Taranaki Regional Council:

1. receives the memorandum, Release of 2015 Government Policy Statement on Land Transport (GPS 2015)
2. notes the retention and clarification of the new Regional Improvements activity class in the *2015 Government Policy Statement on Land Transport*.

## Background

The Government Policy Statement on Land Transport (GPS) is a document issued by the Minister of Transport every three years. The GPS is the Government's main lever for setting priorities and funding levels for land transport investment. It sets out what the Government wants to achieve in land transport, and how it expects to see funding allocated between types of activity (such as roading, public transport and road safety) across the land transport system.

An engagement draft of *Government Policy Statement on Land Transport 2015/16-2024/25* (draft GPS 2015) was available for formal engagement from 15 June to 11 August 2014. Members will recall that at the Committee's meeting on 21 August 2014 they endorsed a submission on the draft GPS 2015. Key submission points made included:

- Strong support for the proposed new Regional Improvements activity class.
- Requests made for clarification to be provided on the regions/areas that would be eligible to apply within the Regional Improvements activity class; and for the scope of the activity class to be broadened to focus more on achieving regional objectives and priorities, with scope beyond road improvements.
- Requests for increases in the funding ranges for the Public Transport activity class and the Walking and Cycling Improvements activity class.

Submissions were considered by the Ministry of Transport and a final GPS prepared for discussion by Cabinet. It was known that final decisions on the GPS 2015 would not be made until after the 2014 general election in September 2014.

The current GPS (GPS 2012) will continue to be in force until GPS 2015 comes into effect on 1 July 2015. The GPS is ordinarily released in advance of it taking effect, so that it can inform development of the National Land Transport Programme (which must give effect to the GPS) and Regional Land Transport Plans (which must be consistent with the GPS). The particularly late release of GPS 2015 (originally expected in July 2014) has been problematic for developing the Regional Land Transport Plan. The Plan had to be prepared using the funding activity class structure of GPS 2012, and has required a number of changes to be made subsequent to the Plan's release for public consultation.

## Amendments to the final GPS 2015

On 18 December 2014, Transport Minister Simon Bridges released the long-awaited final *Government Policy Statement on Land Transport 2015/16-2024/25* (GPS 2015).

A **number of minor changes** were made following the formal engagement process, including:

- The objectives set down in the final GPS 2015 were amended for clarity. A new 'efficiency' objective was added, while the 'demand' objective was clarified to refer to access to social and economic opportunities.
- A definition of major metropolitan areas (reflecting the Statistics New Zealand definition) was added, clarifying those areas which are eligible for funding under the Regional Improvements activity class.
- The Auckland Transport Package (announced by the Government in 2013), Accelerated Regional Roothing Package (announced in August 2014) and the Urban Cycleways Package (announced in September 2014) have been referenced throughout

GPS 2015. While funding for these will be provided in addition to funding for activity classes, the packages will be considered and undertaken in a way consistent with other projects funded under the GPS.

- The upper ranges of funding available for public transport were increased.

It should be noted that the GPS cannot determine which projects will be funded, or how much funding any particular project will receive. Rather, the GPS sets ranges of funding which government will make available for different types of activity. The NZ Transport Agency then determines which projects receive funding – and to what level – within those overall funding ranges.

Pages 26–34 of the GPS 2015 which focus on the activity class framework are attached for the Committee’s reference. More information on the GPS 2015, including a copy of the full document can be accessed at [www.transport.govt.nz/gps2015/](http://www.transport.govt.nz/gps2015/).

The remainder of this memorandum focuses on two areas of the GPS 2015 which are of particular relevance to the development of the *Regional Land Transport Plan 2015/16–2020/21*.

### Changes to the structure of the funding activity classes

The GPS allocates funding between different types of activity (‘activity classes’), for example, road improvements, public transport and road safety promotion. Compared to GPS 2012, the number of activity classes has been reduced, with the intent that this will provide the NZ Transport Agency with additional flexibility to allocate funds to the best value investment.

The changes to the activity classes which are of direct relevance to Taranaki are outlined below. A number of activity classes have been merged, while a new ‘Regional Improvements’ activity class has been created.

GPS 2012 Activity Classes		GPS 2015 Activity Classes	
Code	Name	Name	Code
1	Transport planning	<b>Investment management</b>	<b>1</b>
2	Road safety promotion	<b>Road safety promotion</b>	<b>2</b>
3	Walking and cycling	<b>Walking and cycling improvements</b>	<b>3</b>
4	Public transport	<b>Public transport</b>	<b>4</b>
5	Public transport infrastructure		
8	Maintenance and operation of local roads	<b>Local road maintenance</b>	<b>8</b>
10	Renewal of local roads		
9	Maintenance and operation of State highways	<b>State highway maintenance</b>	<b>9</b>
11	Renewal of State highways		
12	New & improved infrastructure for local roads	<b>Local road improvements</b>	<b>12</b>
13	New & improved infrastructure for State highways	<b>State highway improvements</b>	<b>13</b>
N/A	<i>new activity class from 2015/16</i>	<b>Regional improvements</b>	<b>20</b>

## Regional funding

The following are excerpts regarding regional funding from supporting documents released with the GPS 2015, which are reproduced here for the Committee's information. These concern the Regional Improvements activity class, so are of particular relevance to Taranaki, as this is intended as the 'replacement R-Funds' ("R2") –

### **From the GPS 2015 Cabinet Paper, released by the Ministry of Transport:**

#### *Regional improvements*

Since 2005 a proportion of revenue has been allocated to regions based on population. These 'R-Funds' are the equivalent of 5 cents per litre of FED and the RUC equivalent, being about \$200 million a year. R-Funds provide some assurance that regionally-important investments can be funded. R-Funds are due to expire in March 2015.<sup>6</sup> Local authorities have been concerned that R-funds will expire without a replacement.

The draft GPS proposed a new regional improvements activity class to address these concerns. The average maximum available funding for regional improvements was set at \$93 million per annum. After release of the engagement draft GPS 2015 the Government announced a \$212 million Accelerated Regional Roads Package. Of this, \$97 million has been appropriated so far including \$57.5 million in the period covered by GPS 2015.

The creation of a regional improvements activity class provides certainty to local communities that high quality roading investments would have funding specifically earmarked. The proposed level of regional funding roughly equates to the proportion of R-Funding allocated to qualifying areas on a population basis. However the areas that would qualify for regional funding were not expressly defined in the engagement draft GPS.

Local authorities, and other stakeholders including the Automobile Association, have welcomed the regional improvements activity class, but wanted more clarity about what areas would be eligible for funding from it. This element of the GPS 2015 has been strengthened accordingly. I propose an approach that makes regional funding available anywhere outside 'major metropolitan areas', defined using the existing Statistics New Zealand urban area boundaries.

All areas outside the built-up parts of Auckland, Hamilton, Tauranga, Wellington, Christchurch and Dunedin would be eligible for regional funding. These eligible areas account for about 45 percent of our population. This approach provides both clarity and consistency with other planning frameworks.

The suggested definition of major metropolitan areas includes only the urbanised parts of a region. I believe this approach is transparent and equitable. Investment outside the built up areas in all regions will be eligible for regional funding.

### **From the GPS 2015 Questions and Answers, released by the Ministry of Transport:**

#### **What is happening with Regional funds (R-funds)?**

R-funds will expire on 31 March 2015. The Regional Improvements activity class, introduced in GPS 2015, replaces R-funds.

The funding in this activity class is recognition that the road networks in regions are important, and ensures a minimum level of investment for projects of regional priority.

The results expected from spending of this funding focus on delivery of projects that address regional economic development, and improve safety and resilience of regional networks.

**How will the new Regional Improvements activity class work?**

The Regional Improvements activity class is contestable, like the other activity classes. The funding recognises that regional road networks are important, and ensures a minimum level of investment for projects of regional priority outside of major metropolitan areas.

The expectations are that projects address regional economic development, or improve the safety or resilience of regional networks.

**How does the Regional Improvements activity class differ from the current regional policy?**

The current regionally distributed funding (R-funds) system ends in 2015. That system provided each region with a guaranteed minimum amount of improvement funding from a total pool of about \$200 million a year, allocated based on each region's population.

The guaranteed funding meant that low value/low priority projects were approved in some regions. The regional improvements activity class is contestable, meaning that the best projects will receive funding.

R-funds were made available to all regions, including metropolitan areas. The Regional Improvements activity class is only available to non-metropolitan areas. This means that if a non-metropolitan area has good road infrastructure improvement projects available, they will have a good chance of being funded through the Regional Improvements activity class, regardless of the funding priorities in metropolitan areas. The amount of funding in the Regional Improvements class (up to about \$90 million per annum) is similar in real terms to the amount of R-funds allocated to non-metropolitan areas.

**What is a major metropolitan area?**

A major metropolitan area is the built up parts of Auckland, Hamilton, Tauranga, Wellington, Christchurch and Dunedin, as defined by Statistics New Zealand urban areas.

Everywhere else is a non-metropolitan, including districts that share regions with metropolitan areas (e.g. Carterton District, which is part of Wellington region).

**How much funding will be available?**

Under the previous R-funds system, about \$50 million per year went to projects in non-metropolitan areas, and \$150 million went to projects in metropolitan areas. The new activity class will provide between \$50 million and \$90 million per year to projects in non-metropolitan areas only. At the lower end, this is equivalent to the R-funds system, with significantly increased funding at the upper end, which will only be spent where good value projects are available.

**Final Investment Assessment Framework (IAF 2015)**

The Investment Assistance Framework (IAF) is the NZ Transport Agency framework which identifies the investment priorities and expectations for project assessment. The IAF interprets the strategic priorities and impacts of the government identified in the GPS. The IAF 2015 was finalised following the release of GPS 2015 – the General Circular regarding this is attached for the Committee's reference, along with a related section from the Planning and Investment Knowledge Base regarding the Road Improvements activity classes.

**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.

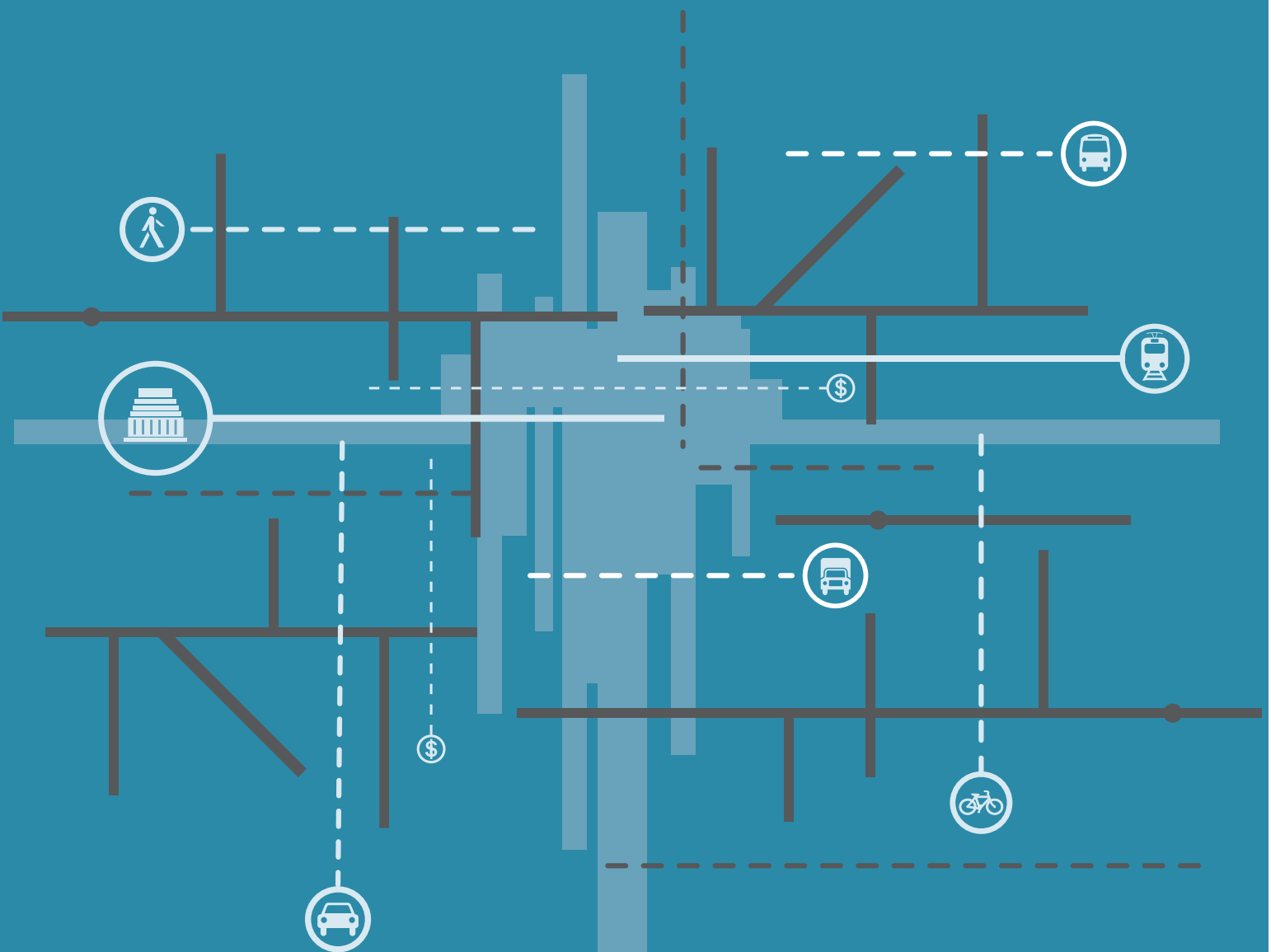
**Appendices/Attachments**

- Document 1482034: Extract from GPS 2015 p26-34 on Activity class framework
- Document 1482007: General Circular Investment 14/05 – Final Investment Assessment Framework 2015
- Document 1482029: Extract from PIKB on Road Improvements activity classes



# GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT

2015/16-2024/25



## B. Activity class framework

155. GPS 2015 allocates funding to activity classes which provide a framework for investment from the Programme.

### Activity classes

156. The activity classes for GPS 2015 are:

- State highway improvements
- State highway maintenance
- Local road improvements\*
- Local road maintenance\*
- Public transport\*
- Walking and cycling improvements\*
- Regional improvements\*
- Road safety promotion\*
- Investment management\*
- Road policing

\* Funding also comes from local government to deliver these activities. Local share is additional to the activity class funding ranges.

157. For each activity class, a funding range is given with an upper and lower limit for expenditure. The Agency is responsible for allocating funding within these ranges to specific activities, while staying within the overall expenditure range in Table 2.

### Multi class reporting lines

158. In addition to the activity classes above, five multi class reporting lines have also been created which relate to investment occurring across multiple activity classes. This is a reporting mechanism to show the total value of investment that is spread across activity classes. The multi class reporting lines are:

- Auckland
- Road safety
- Resilience
- Environmental mitigation
- Innovation and technology.

## Activity class table

159. Table 3 presents the activity class structure for GPS 2015. It sets out the:



- activity classes
- reporting lines for each activity class (for reporting purposes)
- long term results that map to each activity class
- short to medium term results that map to each activity class
- reporting metrics for each activity class
- funding ranges for each activity class for 2015/16 – 2017/18.



160. The results and reporting metrics of primary importance to the strategic direction in GPS 2015 are highlighted in *blue italics*.



161. Table 4 then sets out the proposed funding ranges for each activity class for 2015/16 to 2020/21 and forecast funding ranges for 2021/22 to 2024/25.





**Table 3: ACTIVITY CLASS STRUCTURE: GPS 2015**






(Primary results and reporting in *blue italics*)

Activity Class	Reporting Line	Definition	Associated long term results	Associated short to medium term results	Reporting	Bands	2015/16 (\$m)	2016/17 (\$m)	2017/18 (\$m)
<b>State highway improvements</b> 	Existing	Investment in existing State highways that improves capacity or service levels (eg improvements on an existing road corridor)	<ul style="list-style-type: none"> <li>• <i>Support economic growth and productivity through the provision of better access to markets, employment and business areas</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>Deliver major State highway projects on time and to budget</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>Change in travel times on key State highways serving our major metropolitan areas</i></li> </ul>	Upper	1,400	1,450	1,500
	New	Investment in new State highways that improves capacity or service levels (eg improvements on a new road corridor)	<ul style="list-style-type: none"> <li>• <i>Improved network resilience at the most critical points</i></li> <li>• <i>Reduction in deaths and serious injuries</i></li> <li>• <i>Mitigation of adverse environmental effects</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>Reduced travel times in key corridors leading to our major metropolitan areas and logistics centres</i></li> <li>• <i>Increased productivity where there are constraints on main routes within our major metropolitan areas</i></li> <li>• <i>Increased freight vehicle productivity across the network</i></li> <li>• <i>Progress the Safer Journeys Action Plan</i></li> <li>• <i>Improve the transparency of road safety related investment</i></li> <li>• <i>Reduce the risks of disruption at the most critical points and deal with disruption efficiently</i></li> <li>• <i>Improved transparency of investment in mitigating adverse environmental effects, including climate change</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>Change in the productivity of the State highway network in major metropolitan areas, in accordance with the Austroads methodology</i></li> <li>• <i>Change in the proportion of State highways available to high productivity freight vehicles</i></li> <li>• <i>Multi class reporting lines on resilience, road safety and environmental mitigation</i></li> </ul>	Lower	1,000	1,050	1,100
<b>State highway maintenance</b> 	Operate	Investment in the operation of existing State highway capacity or services (eg road sweeping)	<ul style="list-style-type: none"> <li>• <i>Improved returns from road maintenance</i></li> <li>• <i>Support economic growth and productivity through the provision of access to markets, employment and business areas</i></li> <li>• <i>Reduction in deaths and serious injuries</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>Achieve measurable productivity improvements in maintaining the State highway network</i></li> <li>• <i>A reduction in variability in the maintenance efficiency of networks</i></li> <li>• <i>Maintain appropriate levels of service to support economic growth, productivity and safety</i></li> <li>• <i>Improved transparency of road safety related investment</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>Change in State highway condition by road classification</i></li> <li>• <i>Change in State highway maintenance cost per lane kilometre expenditure by road classification</i></li> <li>• <i>Multi class reporting lines on resilience and road safety</i></li> </ul>	Upper	585	605	620
	Maintain	Investment in the maintenance of existing State highway capacity or services, excluding asset upgrades (eg patching)				Lower	445	450	455
	Renew	Investment in renewal of existing State highway capacity or services, excluding asset upgrades (eg resurfacing)							

Activity Class	Reporting Line	Definition	Associated long term results	Associated short to medium term results	Reporting	Bands	2015/16 (\$m)	2016/17 (\$m)	2017/18 (\$m)
<b>Local road improvements</b> 	Existing	Investment in existing local roads that improves capacity or service levels (eg improvements on an existing road corridor)	<ul style="list-style-type: none"> <li>Support economic growth and productivity through the provision of better access to markets, employment and business areas</li> </ul>	<ul style="list-style-type: none"> <li>Reduced travel times in key corridors leading to our major metropolitan areas and logistics centres</li> </ul>	<ul style="list-style-type: none"> <li>Change in travel times on key local roads serving our major metropolitan areas</li> </ul>	Upper	230	240	250
	New	Investment extending local roads that improves capacity or service levels (eg improvements on a new road corridor)	<ul style="list-style-type: none"> <li>Improved network resilience at the most critical points</li> <li>Reduction in deaths and serious injuries</li> <li>Mitigation of adverse environmental effects</li> </ul>	<ul style="list-style-type: none"> <li>Increased productivity where there are constraints on main routes within our major metropolitan areas</li> <li>Increased freight vehicle productivity across the network</li> <li>Progress the Safer Journeys Action Plan</li> <li>Improve the transparency of road safety related investment</li> <li>Reduce the risks of disruption at the most critical points and deal with disruption efficiently</li> <li>Improved transparency of investment in mitigating environmental effects, including climate change</li> </ul>	<ul style="list-style-type: none"> <li>Change in the productivity of the local road network in major metropolitan areas, in accordance with the Austroads methodology</li> <li>Change in the proportion of local roads available to high productivity freight vehicles</li> <li>Multi class reporting lines for resilience, road safety and environmental mitigation</li> </ul>	Lower	150	155	160
<b>Local road maintenance</b> 	Operate	Investment in operation of existing local road capacity or services (eg road sweeping)	<ul style="list-style-type: none"> <li>Improved returns from road maintenance</li> <li>Support economic growth and productivity through the provision of access to markets, employment and business areas</li> </ul>	<ul style="list-style-type: none"> <li>Achieve measureable productivity improvements in maintaining the local road network</li> <li>A reduction in variability in the maintenance efficiency of networks</li> <li>Maintain appropriate levels of service to support economic growth, productivity and safety</li> </ul>	<ul style="list-style-type: none"> <li>Change in local road condition by road classification</li> <li>Change in local road maintenance cost per lane kilometre expenditure by road classification</li> </ul>	Upper	565	580	595
	Maintain	Investment in the maintenance of existing local road capacity or services, excluding asset upgrades (eg patching)	<ul style="list-style-type: none"> <li>Reduction in deaths and serious injuries</li> </ul>	<ul style="list-style-type: none"> <li>Improved transparency of road safety related investment</li> </ul>	<ul style="list-style-type: none"> <li>Multi class reporting lines on resilience and road safety</li> </ul>	Lower	405	410	415
	Renew	Investment in renewal of existing local road capacity or services, excluding asset upgrades (eg resurfacing)							

Activity Class	Reporting Line	Definition	Associated long term results	Associated short to medium term results	Reporting	Bands	2015/16 (\$m)	2016/17 (\$m)	2017/18 (\$m)
<b>Public transport</b> 	Infrastructure operation	Investment in public transport infrastructure operation (eg cleaning of an existing interchange)	<ul style="list-style-type: none"> <li>• <i>Improved returns from public transport</i></li> <li>• Support economic growth and productivity through the provision of better access to markets, employment and business areas</li> <li>• Provide appropriate travel choices, particularly for people with limited access to a private vehicle</li> <li>• Mitigation of adverse environmental effects</li> </ul>	<ul style="list-style-type: none"> <li>• <i>A reduction in the cost of public transport per passenger kilometre</i></li> <li>• <i>A reduction in variability in efficiency between areas</i></li> <li>• <i>Increased network productivity on main routes within our major metropolitan areas (eg improved bus transfer facilities)</i></li> <li>• Increase public transport where there is sufficient demand, particularly for services that connect people to employment and education</li> <li>• Improved reliability of public transport related data</li> <li>• Improved transparency of investment in mitigating environmental effects, including climate change</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Change in the productivity of public transport, where available by:</i> <ul style="list-style-type: none"> <li>» bus</li> <li>» train</li> <li>» ferry</li> </ul> </li> <li>• <i>Change in the productivity of public transport, where available by:</i> <ul style="list-style-type: none"> <li>» peak</li> <li>» off peak</li> </ul> </li> <li>• Multi class reporting line on environmental mitigation</li> </ul>	Upper Lower	390 275	405 290	420 300
	Infrastructure improvement	Investment in public transport infrastructure (eg a new interchange)							
	Service operation	Investment in the operation of existing public transport							
	Service improvement	Investment in new public transport							
<b>Walking and cycling improvements</b> 	Walking and cycling	Investment in walking and cycling that improves capacity and service levels, including promotional activities (eg a new cycleway)	<ul style="list-style-type: none"> <li>• <i>Increased safe cycling through improvement of cycle networks</i></li> <li>• Support economic growth and productivity through the provision of better access to markets, employment and business areas</li> <li>• Reduction in deaths and serious injuries</li> <li>• Mitigation of adverse environmental effects</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Extension of the dedicated cycle networks in main urban areas</i></li> <li>• <i>Improve suburban routes for cyclists</i></li> <li>• Improve linkages to the NZ cycle trails</li> <li>• Progress the Safer Journeys Action Plan</li> <li>• Improve the transparency of road safety related investment</li> <li>• Improve transparency of investment in mitigating environmental effects, including climate change</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Change in network kilometres of cycle lanes</i></li> <li>• Multi class reporting lines on road safety and environmental mitigation</li> </ul>	Upper Lower	33 15	34 15	36 16

Activity Class	Reporting Line	Definition	Associated long term results	Associated short to medium term results	Reporting	Bands	2015/16 (\$m)	2016/17 (\$m)	2017/18 (\$m)
<b>Regional improvements</b> 	Regional	Road improvements outside major metropolitan areas, including unallocated population based regional allocations (eg work on a State highway or local roads serving a regional port)	<ul style="list-style-type: none"> <li>• Support economic growth of regional New Zealand through the provision of better access to markets</li> <li>• Improved network resilience at the most critical points</li> <li>• Reduction in deaths and serious injuries</li> <li>• Mitigation of adverse environmental effects</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced travel times and vehicle operating costs on key regional freight and tourists routes</li> <li>• Increased freight vehicle productivity across the network</li> <li>• Progress the Safer Journeys Action Plan</li> <li>• Improve the transparency of road safety related investment</li> <li>• Reduce the risks of disruption at the most critical points and deal with disruption efficiently</li> <li>• Improved transparency of investment in mitigating environmental effects, including climate change</li> </ul>	<ul style="list-style-type: none"> <li>• Change in kilometers of improved regional roading</li> <li>• Change in lane kilometres available to higher productivity freight vehicles on key regional routes</li> <li>• Multi class reporting lines on resilience, road safety and environmental mitigation</li> </ul>	Upper Lower	90 50	90 60	90 70
<b>Road policing</b> 	Road policing	Investment in road policing (eg highway patrol)	<ul style="list-style-type: none"> <li>• Reduction in deaths and serious injuries</li> <li>• Effective on-road enforcement of the Road User Charges regime</li> </ul>	<ul style="list-style-type: none"> <li>• Progress the Safer Journeys Action Plan</li> <li>• Improved transparency of road safety related investment</li> </ul>	<ul style="list-style-type: none"> <li>• Change in deaths and serious injuries across all investment</li> </ul>	Upper Lower	320 280	325 285	330 290
<b>Road safety promotion</b> 	Safety promotion	Investment in road safety promotion by the Agency and approved organisations (eg television road safety advertisements and reimbursement relating to impounded vehicles)	<ul style="list-style-type: none"> <li>• Reduction in deaths and serious injuries</li> </ul>	<ul style="list-style-type: none"> <li>• Improved reporting of the measurable value from economic compliance, including policing of road user charges</li> </ul>		Upper Lower	37 30	38 31	38 31
<b>Investment Management</b> 	Planning	Investment in the transport planning system (eg improvement of activity management plans)	<ul style="list-style-type: none"> <li>• Delivery of the right infrastructure and services to the right level at the best cost</li> <li>• Support all other results</li> </ul>	<ul style="list-style-type: none"> <li>• Improved reporting of the measurable value from investment in each reporting lines</li> <li>• A sound evidence and analytical base for investment decision making</li> <li>• Research that helps decision makers determine the optimal form or timing of investment</li> </ul>	<ul style="list-style-type: none"> <li>• Investment made in all GPS reporting lines</li> <li>• The estimated return on investment by reporting line, including benefit cost analysis for all improvement activity class projects</li> <li>• Annual assessment of outturn costs by reporting line</li> </ul>	Upper Lower	59 53	60 54	61 55
	Research	Investment in strategic and operational research to support sound system planning and investment (eg trials of emerging technologies)		<ul style="list-style-type: none"> <li>• Integration with long term transport related research across Government</li> </ul>	<ul style="list-style-type: none"> <li>• Annual assessment of research outputs</li> <li>• Three yearly assessment of research impacts and outcomes</li> </ul>				
	Investment	Investment in the funding allocation system (eg impartial analysis of benefit-cost assessments)							

Multi Class Reporting Lines	Definition	Associated long term results	Associated short-to-medium term results	Reporting
<b>Auckland</b> 	Investment relating to Auckland to maximise throughput of people and freight as Auckland grows, enabling further economic growth and productivity	<ul style="list-style-type: none"> <li>• <i>Support economic growth and productivity through the provision of better access to markets, employment and business areas</i></li> <li>• Reduction in deaths and serious injuries</li> <li>• Mitigation of adverse environmental effects</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Deliver the Auckland Transport Package on time and to budget</i></li> <li>• <i>Increased capacity where there are constraints on main routes within Auckland</i></li> <li>• <i>Reduce the risks of disruption at the most critical points and deal with disruption efficiently</i></li> <li>• Progress the Safer Journeys Action Plan</li> <li>• Improve the transparency of road safety related investment</li> <li>• Improved transparency of investment in mitigating environmental effects, including climate change</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Change in network productivity on Auckland roads, in accordance with the Austroads methodology</i></li> <li>• Multi class reporting lines on resilience, road safety and environmental mitigation</li> </ul>
<b>Resilience</b> 	Investment that addresses the risks and impacts of disruption due to manmade and natural events at the most critical key points in the network (eg treatment of slip prone locations on key routes)	<ul style="list-style-type: none"> <li>• <i>Improved network resilience at the most critical points</i></li> <li>• Support economic growth and productivity through the provision of better access to markets, employment and business areas</li> <li>• Reduction in deaths and serious injuries</li> <li>• Mitigation of adverse environmental effects</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Reduce the risks of disruption at the most critical points and deal with disruption efficiently</i></li> <li>• Improved transparency of road safety related investment</li> <li>• Improved transparency of investment in mitigating environmental effects, including climate change</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Change in lane availability at the most economically and socially critical points in the roading network</i></li> <li>• <i>Change in expenditure on emergency works by reporting line</i></li> <li>• Multi class reporting lines on road safety and environmental mitigation</li> </ul>
<b>Road Safety</b> 	Investment in safety across roading activity classes (eg skid resistance treatments)	<ul style="list-style-type: none"> <li>• <i>Reduction in deaths and serious injuries</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>Improved transparency of road safety related investment</i></li> <li>• Progress the Safer Journeys Action Plan</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Change in total safety related investment in roads, including conjoint investment</i></li> <li>• Change in deaths and serious injuries across all investment</li> </ul>
<b>Environmental mitigation</b> 	Investment relating to environmental mitigation of the most adverse environment effects of the land transport system (eg storm water retention ponds in a new project)	<ul style="list-style-type: none"> <li>• Mitigation of adverse environmental effects</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Improved transparency of investment in mitigating adverse environmental effects, including climate change</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>Three-yearly report on the change in investment in environmental mitigation across all improvement investment</i></li> </ul>
<b>Innovation and technology</b> 	Investment in improved systems and associated technology, including any pilot investments (eg variable speed limits that result in more fuel efficient travel)	<ul style="list-style-type: none"> <li>• <i>Understand the benefits and costs associated with innovation and technology</i></li> </ul>	<ul style="list-style-type: none"> <li>• Improved net benefits due to innovation in systems, standards, procurement and associated technology</li> </ul>	<ul style="list-style-type: none"> <li>• Annual assessment of innovation and technology outputs</li> <li>• Three-yearly assessment of innovation and technology impacts and outcomes</li> </ul>

162. Table 4 sets out the funding ranges for each activity class for 2015/16 to 2020/21 and the forecast funding ranges for ranges for each activity class for 2021/22 to 2024/25.

Table 4: GPS 2015 activity class funding ranges

	Bands	Funding ranges						Forecast funding ranges			
		2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
State highway improvements	Upper	1,400	1,450	1,500	1,550	1,600	1,650	1,700	1,850	1,950	2,000
	Lower	1,000	1,050	1,100	1,100	1,150	1,200	1,200	1,250	1,300	1,350
State highway maintenance	Upper	585	605	620	640	660	680	700	720	745	765
	Lower	445	450	455	455	460	465	470	475	480	485
Local road improvements	Upper	230	240	250	260	270	285	295	310	320	335
	Lower	150	155	160	160	165	175	180	185	190	195
Local road maintenance	Upper	565	580	595	610	620	640	650	670	685	700
	Lower	405	410	415	420	430	435	440	450	455	465
Public transport	Upper	390	405	420	435	450	465	480	495	515	530
	Lower	275	290	300	315	315	320	325	335	345	360
Walking and cycling improvements	Upper	33	34	36	37	38	40	41	42	44	45
	Lower	15	15	16	16	17	17	18	18	19	20
Regional improvements	Upper	90	90	90	90	90	95	95	95	95	95
	Lower	50	60	70	70	70	75	75	75	75	75
Road safety promotion	Upper	37	38	38	39	39	40	40	41	42	42
	Lower	30	31	31	33	33	33	35	35	35	35
Investment management	Upper	59	60	61	62	63	64	65	66	67	67
	Lower	53	54	55	56	57	58	59	60	61	62
Road policing	Upper	320	325	330	340	345	350	360	365	375	380
	Lower	280	285	290	295	300	305	310	315	320	320

**Key**

Local authorities provide additional funding as a local share to these activity classes



163. The Act requires the GPS, subject to the Public Finance Act 1989, to specify any additional expected funding for land transport, including any money Parliament may appropriate for the purpose. These Crown appropriations are set out in Table 5. Some of these Crown appropriations impact on investment from the Fund, while other appropriations supplement Fund investment. All of these funds are directly appropriated by Parliament and in most cases are expended by the Agency or KiwiRail acting as the Crown's delivery agent.
- The **Accelerated Regional Rooding Package** relates to the investigation, design and construction of regional State highway projects. This funding is appropriated to accelerate 14 regional State highway projects, including funding for five confirmed projects, funding for a further six projects subject to investigations, and funding for the investigation of a further three projects. The Agency will bring forward these projects to take advantage of the additional funding available where appropriate. The investment will flow into the Fund when the relevant activities are approved by the Agency.
  - The **Auckland Transport Package** relates to a loan to the Agency for the investigation, design and construction of Auckland State highways. This funding is appropriated to accelerate 11 Auckland State highway projects. The Agency will bring forward these projects to take advantage of the additional funding available. Where appropriate, the funding will flow into the Fund when relevant activities are approved by the Agency. The loan will be repaid over a ten year period, with interest written off.
  - The **Urban Cycleway Programme** relates to the investigation, design and construction of urban cycleways on State highways and local roads. This funding will be allocated in accordance with an investment strategy approved by Cabinet. The Agency may bring forward projects that would otherwise have been invested in from the Fund at a later date. Where appropriate, the funds will flow into the Fund when relevant activities are approved by the Agency.
  - The Agency has access to a loan to help meet the cost of the **reinstatement of earthquake damaged roads in Christchurch**. Where appropriate, the funding will flow into the Fund when the relevant activities are approved by the Agency. Interest payable on the loan will be capitalised until the completion of the horizontal infrastructure programme on 30 June 2017 and the Agency begins to repay the loan.
  - The **SuperGold Card Concessions Package** relates to free off-peak public transport use by superannuitants that hold SuperGold cards. Reimbursement is paid to public transport operators, or to regional councils, where the councils receive fare revenue. This investment is not an approved activity and does not come from the Fund, but proceeds using the Agency as the Crown's agent.
  - The **Wellington Metro Rail Network Package** relates to the costs of the capital upgrade of the Wellington metropolitan rail network. The funding is appropriated to keep the Wellington metro rail network infrastructure at a functional, reliable and sustainable standard.
  - **Rail - Public Policy Projects** relate to public policy rail initiatives.
  - **Rail - Railway Safety** relate to public safety works.

Table 5: Other land transport spending 2015/16 to 2017/18

	2015/16 \$000	2016/17 \$000	2017/18 \$000
Accelerated Regional Rooding Package	46,500	11,000	-
Auckland Transport Package - Loan	90,000	65,000	65,000
Urban Cycleways (State highways) Programme	15,000	15,000	10,000
Urban Cycleways (Local roads) Programme	20,000	15,000	15,000
Reinstatement of earthquake damaged roads in Christchurch - Loan	63,420	-	-
SuperGold Card concessions	17,905	17,905	17,905
Wellington Metro Rail Package	5,835	1,964	661
Rail – Public Policy Projects	3,270	3,270	3,270
Rail – Railway safety	500	500	500

Note: These figures are the amounts appropriated at the time of publication.

### C. Statement of Ministerial expectations

164. Ministerial expectations guide how the Agency gives effect to the GPS. Ministerial expectations form part of the Government's land transport investment strategy.
165. The Ministerial expectations included in GPS 2015 relate to how the Agency leads planning, allocates funding, delivers services and reports on results being achieved. The key elements of this cycle are summarised in the figure below.

Figure 3: Land transport investment cycle



\*including operation policies and processes

166. Under the Act, Regional Transport Committees and Auckland Transport need to frame Regional Land Transport Plans that are consistent with the GPS.

### Planning

167. Network planning enables the provision of the land transport system in a way that aligns form, function and use. Network planning is needed to ensure that the land transport system anticipates and responds effectively and efficiently to travel demand changes over time. It is also needed to coordinate the activities of almost 80 system providers.

### Activity management

168. There is considerable variability in the measurable returns being delivered around the country. A theme of GPS 2015 is increased productivity of investment within a nationally consistent approach to service levels, particularly in road maintenance.

## General Circular Investment – 14/05

<b>Subject</b>	<b>2015-18 NLTP development – Final Investment Assessment Framework</b>
<b>Circulation</b>	Transport, Public Transport and Asset Managers, all Approved Organisations Planning & Investment, NZ Transport Agency Highway and Network Operations Transport Planning Managers, NZ Transport Agency
<b>Circulated by</b>	Dave Brash, Group Manager Planning & Investment
<b>Date of issue</b>	19 December 2014

---

### Purpose

The NZ Transport Agency is confirming the release of the final Investment Assessment Framework (IAF) that applies to the 2015-18 National Land Transport Programme (NLTP).

The IAF allows organisations which are developing land transport activities for inclusion in Regional Land Transport Plans (RLTPs) to be assessed and prioritised to be included in the 2015-18 NLTP.

### Background

The Transport Agency is working closely with the sector to ensure the 2015-18 NLTP delivers the best outcomes it can to support a thriving New Zealand. To achieve this all contributing transport programmes and activities need to be well aligned to the 2015/16-2024/25 Government Policy Statement on land transport (GPS), outcome-focused, evidence-based, integrated and optimised.

The draft GPS was released for sector engagement in June 2014. In response the Transport Agency released a corresponding draft IAF in September 2014 ([General Circular 14/02](#)).

On 18 December the Ministry of Transport released the confirmed GPS. The Transport Agency confirms that the IAF has been finalised with some minor changes to reflect the final GPS.

Information about the final IAF is being provided to our investment partners using this General Circular and the content on the Planning and Investment Knowledge Base. The previously released Planning and Investment Signals remain consistent with the finalised GPS and IAF, and can be found on our website ([www.nzta.govt.nz/planning](http://www.nzta.govt.nz/planning)).

### Final Investment Assessment Framework

The Transport Agency now confirms that the IAF has been finalised following the release of the GPS. Information on the IAF and its application is available on the Planning and Investment Knowledge Base ([www.pikb.co.nz](http://www.pikb.co.nz)).

We have made the following minor amendments to the framework and supporting definitions from the version published in September 2014.

### 1. Public Transport

We have removed one criterion of the Public Transport (programmes) medium criteria, meaning that Public Transport programmes may now receive a [medium strategic fit](#) if the programme positively contributes to access for social and economic opportunities.

### 2. Regional Improvements

The GPS has confirmed the areas that are eligible for funding from the regional improvements activity class, by excluding the zones of Northern, Western, Central and Southern Auckland, Hamilton, Tauranga, Porirua, Upper Hutt, Lower Hutt, Wellington, Christchurch, and Dunedin. A map of non-eligible areas is provided in the [Knowledge Base](#).

The Transport Agency also reconfirms that the existing road improvements criteria and application processes will be used to give effect to this activity class. This means that all improvements activities will use the same work categories and assessment framework, and will be nationally prioritised together. There are regional allocations within this activity class.

### 3. Walking and Cycling

The amended GPS includes the [improvement of linkages to the NZ Cycle Trail](#) as an additional short to medium term result, and this has been reflected in the medium strategic fit criteria of the IAF.

As investment opportunities in cycling also need to be considered in relation to the Government's Urban Cycleways Fund, we have produced a guidance factsheet on cycling programmes which has been added to the 2015-18 NLTP [signals](#).

## Completing Activity Assessment Profiles

The Knowledge Base is the primary source of up-to-date information for our partners about the way we work, including our planning and investment principles, detailed guidance on developing RLTPs and how to apply the business case approach. On the Knowledge Base you will find:

- **Background information** on how the Transport Agency has responded to the GPS and the structure of the IAF.
- Detailed **Investment Assessment Framework criteria**, for assessment of programmes and activities ([www.pikb.co.nz/assessment-framework/](http://www.pikb.co.nz/assessment-framework/)).

Activities submitted to the Transport Agency on 30 April 2015 as part of final Regional Land Transport Plans will need to be assessed by approved organisations using the IAF.

We acknowledge that some local authorities have already submitted their draft programmes to their Regional Transport Committees, based on previous versions of the IAF. This may result in short term inconsistencies of approved organisation and Transport Agency profiles.

Regional Transport Agency staff will work with submitters throughout the assessment process to ensure there is clarity and understanding of the Agency's final determination of assessment profile for activities.

## Road Improvements activity classes

<b>Introduction</b>	This section sets out the guidance on the activity classes for road improvements.
<b>Activity classes</b>	<p>There are three activity classes as described below. Development of road improvement programmes will be as follows:</p> <ul style="list-style-type: none"> <li>• Activity class 12: <b>Local road</b> improvements – applies to Approved Organisations</li> <li>• Activity class 13: <b>State highway</b> improvements – applies to the Transport Agency (state highways)</li> <li>• Activity class 20: <b>Regional Improvements</b> – applies to Approved Organisations and the Transport Agency (state highways)</li> </ul>
<b>Qualifying for NLTP consideration</b>	Any public road improvement activity described in the work categories in this section may qualify for consideration for inclusion in the National Land Transport Programme (NLTP).

**Regional Improvements** have been added as a new activity class in the 2015-25 Government Policy Statement on Land Transport (GPS), for improvements to roads in regional New Zealand. The GPS defines the activity class and relevant criteria.

The Transport Agency has not adopted a different set of **work category** or assessment criteria to give effect to this activity class. This means that all road improvement activities will use the same work categories and Investment Assessment Framework (IAF), and will be prioritised together. The reason for this approach is to ensure that no application is disadvantaged, or needs to be duplicated, in order to be considered for investment from the NLTP.

**Allocation of activities to the Regional Improvements activity class will be made by the Transport Agency** on the basis of eligibility under the GPS and prioritisation through the IAF. The principles that apply to the activity class are that it:

- **is restricted to road improvements work categories,**
- **is a nationally contestable fund,** rather than a set distribution across regions or districts,
- **allows a regional focus on national priorities of freight efficiency, resilience, road safety and tourism travel,**
- **is restricted to eligible areas outside the major metropolitan areas** - areas **not eligible** for funding as Regional Improvements are the major metropolitan areas set out in the 2015 GPS Appendix D, being the following main **urban areas** as defined by Statistics New Zealand in *Classification-Urban Area 2013 v2.0*. and shown in the map below:
  - Northern Auckland Zone
  - Western Auckland Zone
  - Central Auckland Zone
  - Southern Auckland Zone
  - Hamilton Zone
  - Tauranga
  - Porirua Zone
  - Upper Hutt Zone
  - Lower Hutt Zone
  - Wellington Zone
  - Christchurch
  - Dunedin
- uses the road improvements activity classes investment assessment criteria

**Regional Improvements will represent the highest priority, eligible, regional activities that are not prioritised for national investment.**

Map of areas excluded from Regional Improvements funding



Funding assistance for local road improvement projects that benefit state highways

Local road improvement projects may, at the Transport Agency's discretion, be partly or fully funded as an effective state highway improvement project from either Activity class 12 or 13.

The following criteria apply:

- greater state highway benefits can be purchased per dollar when compared with upgrading the state highway
- the Transport Agency and the local authority have agreed that the project is the best investment option
- the Transport Agency and the local authority have agreed on attribution of benefits and sharing of construction costs
- the project is unlikely to proceed if left to the local authority (i.e. funded at the normal funding assistance rate).

Normal or targeted enhanced funding assistance rates, as the case may be, shall apply to each party's share of the cost of improvements. Arrangements for road maintenance may differ on a case-by-case basis.

Common work categories

Most work categories described in this section are common to all three activity classes.

## Agenda Memorandum

**Date** 18 March 2015



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

**Subject: Accelerated Regional Roading Package  
– project updates**

**Item:** 6

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

**Document:** 1480825

---

### Purpose

The purpose of this memorandum is to update Members on the two Accelerated Regional Roading Package (ARRP) projects in the Taranaki region.

### Executive summary

As a result of long-standing advocacy, two State Highway 3 projects of great importance to Taranaki are being accelerated outside of the National Land Transport Fund – through the Government’s ARRP programme. This memorandum outlines progress on these two projects, for the Committee’s information:

- **Normanby Overbridge Realignment project**  
A contract for construction was awarded to Downer in December 2014, with enabling works undertaken early in 2015 and an official sod-turning ceremony held on 5 March 2015.
- **Mount Messenger and Awakino Gorge Corridor project**  
Initial key stakeholder workshops were held late in 2014, including with members of the SH3 Working Party. A contract for investigation was awarded to OPUS in February 2015 for delivery by the end of June 2015. This project will proceed to design and construction if the investigation findings are approved by the Minister of Transport.

### Recommendations

That the Taranaki Regional Council:

1. receives and notes the update on the State Highway 3 Normanby Overbridge Realignment project
2. receives and notes the update on the State Highway 3 Mount Messenger and Awakino Gorge Corridor project.

## Background

In June 2014 the government announced funding to accelerate a package of regionally important State Highway projects, drawing on the Future Investment Fund (the proceeds of the partial sale of state-owned assets in the past term). The Committee will recall that two projects of great importance to Taranaki were included in this Accelerated Regional Roding Package (ARRP):

- The **Normanby Overbridge Realignment** is in the first tranche, being one of five projects given the highest priority under this package.
- The **Mount Messenger and Awakino Gorge corridor** has been identified as one of six projects in the second tranche – for work to begin within three years (2017/2018), subject to the Ministerial approval following project investigations.

The ARRP announcement summaries regarding these two projects were as follows:

### Projects ready to proceed to construction

The government has guaranteed the funding of five projects, as their investigations and designs are complete, the projects are good quality, and they are ready for construction to commence.

#### Normanby Overbridge Realignment

Estimated start date: 2015/16

Estimated cost: \$10 million-\$15 million

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.



### Projects to be investigated, with construction commencing from 2015/16 onwards

Six more projects have not yet been investigated, but are expected to also be high quality projects. The government has approved \$5 million to finish the investigation stages of these projects, and has committed to funding the projects from the Future Investment Fund if the investigation confirms the expenditure is justified.

#### Mt Messenger and Awakino Gorge Corridor

Soonest possible estimated start date: 2017/18

Estimated cost: \$20 million-\$25 million

This section of State highway 3, which is the main route between New Plymouth and Hamilton, is through rough terrain, and as a result is windy and narrow. 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.





Further information on this funding package can be accessed on the Ministry of Transport website at <http://www.transport.govt.nz/land/accelerated-regional-roading-package/>.

### **SH3 Normanby Overbridge Realignment project – progress update**

This project is being managed out of the Palmerston North office of the Transport Agency, which has provided the following update for the Committee –

*On the 5<sup>th</sup> of March the blessing and sod turning took place, led by the Minister of Transport, Simon Bridges. The event was very well attended and was testament to the interest in the project around the region.*

*Swift progress has been made since Downer were awarded the construction contract on 12 December, as everyone driving past the site can testify to. Services have been relocated and topsoil stripped and a number of enabling works have also been undertaken. The project will take approximately 2 years to complete and the estimated value of the physical works is \$10.5 million.*

*Attached for the Committee's reference is a diagram setting out the scope of the project. As a reminder, the project will:*

- *Remove the Normanby overbridge and a rail underpass further North*
- *Realign the highway to the West of the rail line, eliminating 5 substandard curves and shortening route by 500m (travel time reduced by 46 seconds)*
- *Add two passing lanes (one each direction)*
- *Provide a wider road, with 3.5m lanes and 1.5m shoulders*

Also attached for the Committee's reference are related Media Releases from the Transport Agency.

### **SH3 Mount Messenger to Awakino Gorge Corridor project – progress update**

This project is being managed by Biserka Stetic out of the Hamilton office of the Transport Agency. She will provide an update to the next Committee meeting on 17 June 2015.

Workshops with key stakeholders were held in November and December 2014. Some of the key stakeholders are also RTC and SH3 Working Party members – including Councillors Roger Maxwell and Tom Cloke. The aim of the workshops was to identify and agree problems, benefits and high level alternatives. Problems agreed relate to safety, efficiency and resilience.

A further stakeholder workshop is being held in Te Kuiti on 27 March 2015. A meeting of the SH3 Working Party will be held following the workshop, in the same location, with the full Working Party receiving an update on the project as part of that meeting.

A professional services contract has been awarded to Opus International Consultants to deliver a Detailed Business Case (an investigation). The consultant was appointed in early February to deliver the Detailed Business Case by the end of June 2015. This project will proceed to design and construction if the investigation findings are approved by the Minister of Transport following an assessment against the Transport Agency's 2015 Investment Assessment Framework.

**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**

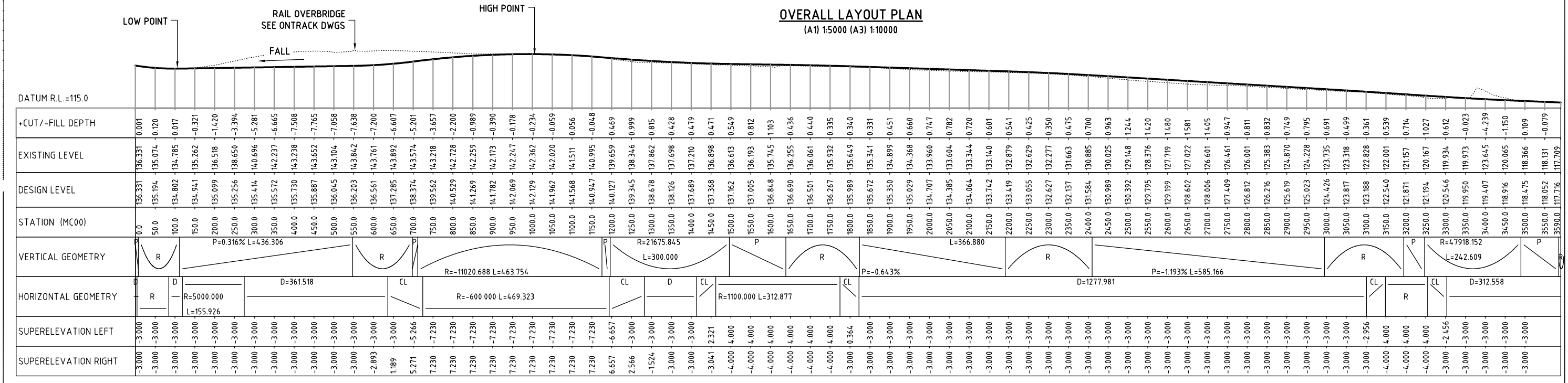
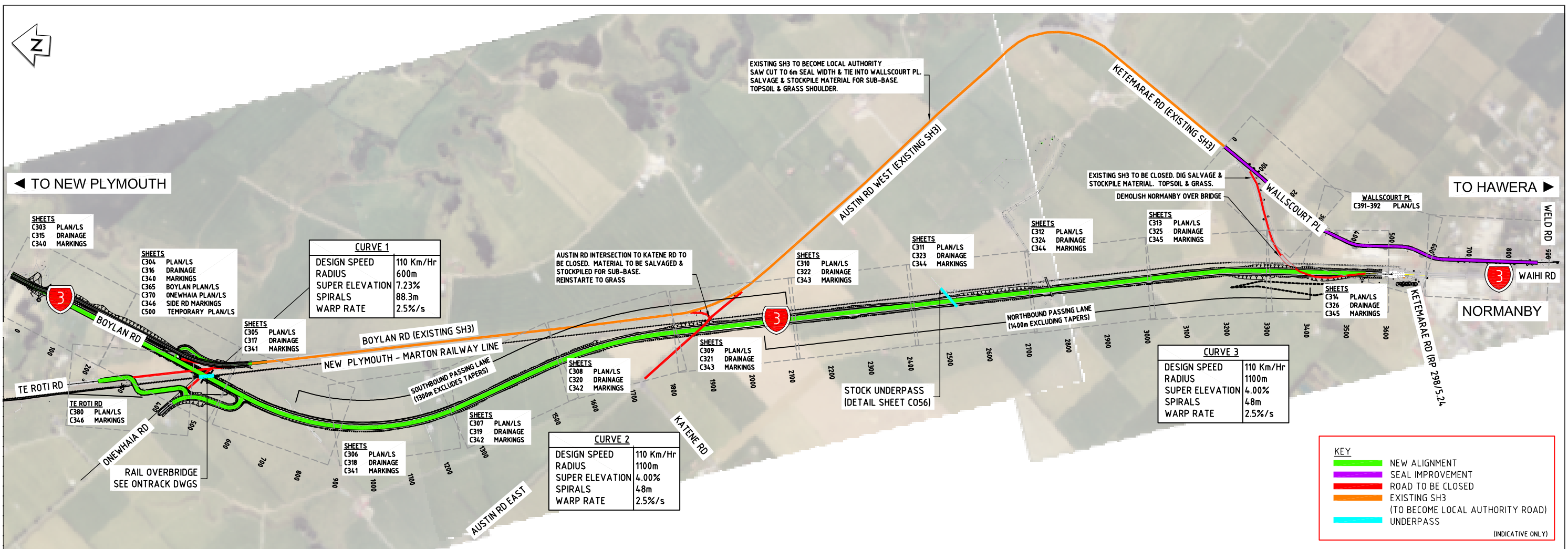
This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

**Legal considerations**

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

**Appendices/Attachments**

Document 1481788: Normanby Overbridge Realignment project layout plan A3 colour  
Document 1481007: NZTA media releases on Normanby Overbridge Realignment



OVERALL LONGSECTION (A1) 1:5000 (A3) 1:10000

<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>REV</th> <th>REVISIONS</th> <th>DRAWN</th> <th>CHECKED</th> <th>APPROVED</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>			REV	REVISIONS	DRAWN	CHECKED	APPROVED	DATE							<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>Name</th> <th>Date</th> </tr> <tr> <td>SURVEYED J WELLS / P McCONNELL</td> <td>2001</td> </tr> <tr> <td>DESIGNED SW BRENNAN</td> <td>9/09</td> </tr> <tr> <td>DESIGN CHECK JF WEATHERALL</td> <td>10/09</td> </tr> <tr> <td>DRAWN GM TORO</td> <td>07/10</td> </tr> <tr> <td>DRAWING CHECK SW BRENNAN</td> <td>6/10</td> </tr> <tr> <td>APPROVED</td> <td> </td> </tr> </table>			Name	Date	SURVEYED J WELLS / P McCONNELL	2001	DESIGNED SW BRENNAN	9/09	DESIGN CHECK JF WEATHERALL	10/09	DRAWN GM TORO	07/10	DRAWING CHECK SW BRENNAN	6/10	APPROVED					<p><b>NZTA</b> NORMANBY OVERBRIDGE REALIGNMENT</p> <p><b>SH3 RP 298/1.1 - 298/5.35</b> OVERALL LAYOUT PLAN AND LONGSECTION</p>			<p><b>NOT FOR CONSTRUCTION</b></p> <p>Status Stamp: <b>PRELIMINARY</b></p> <p>Date Stamp: <b>01/07/2014</b></p> <p>SCALES (A1) AS SHOWN</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>Drawing No. Z003385</td> <td>Sheet No. C 302A</td> <td>Rev. A</td> </tr> </table>			Drawing No. Z003385	Sheet No. C 302A	Rev. A
			REV	REVISIONS	DRAWN	CHECKED	APPROVED	DATE																																			
Name	Date																																										
SURVEYED J WELLS / P McCONNELL	2001																																										
DESIGNED SW BRENNAN	9/09																																										
DESIGN CHECK JF WEATHERALL	10/09																																										
DRAWN GM TORO	07/10																																										
DRAWING CHECK SW BRENNAN	6/10																																										
APPROVED																																											
Drawing No. Z003385	Sheet No. C 302A	Rev. A																																									
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>NAME</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> </tr> </table>			NAME	DATE			<p>Scale: (A1) AS SHOWN</p>																																				
NAME	DATE																																										



## Normanby highway realignment getting ready for construction

29 Jan 2015 11:20am | NZ Transport Agency: Central region

The NZ Transport Agency is advising the public that over the next few weeks, work will be visible in the vicinity of the State Highway 3 Normanby Overbridge in South Taranaki as crews start to set up in preparation for the construction on a new, safer realignment.

Transport Agency regional highways manager David McGonigal says preparatory work has started on the project, and this will set the stage for construction to kick off in March.

Construction for the project has been brought forward by the Government's Accelerated Regional Roading Programme, which will see the project built entirely with Crown-allocated funds.

"We are effectively removing the existing road and overbridge and starting from scratch to create a much safer piece of highway.

"Once built, motorists will experience a safer route with fewer curves, a shorter route, and a highway that can support open road speeds.

"The community have advocated strongly for this project to be built, and we're pleased that the Government's acceleration of the project means we can start to make it a reality."

Mr McGonigal says the project will see the creation of an entirely new 3.6km section of highway with a straighter alignment and a considerably reduced risk of crashes. The project will also provide a more direct route that will make journeys about half a kilometre shorter.

The overbridge will be demolished, making way for an underpass that will be excavated underneath the rail line near Te Roti Rd, and the conversion of the rail line at this location into a bridge. The project will also involve the construction of safe passing opportunities, and a new stock underpass to enable stock to be safely transported underneath the road without disrupting traffic.

Work over the next two months will include temporary diversions of the rail line and road, and establishing a site compound for contractors Downer. Motorists are advised that diversions will create some minor delays while work is underway, and the Agency thanks the public for their understanding.

Once construction begins, it is expected to be completed in two years.

### What the project involves:

- The project will be built north from Normanby on west side of railway, linking back via a "road under rail" underpass at Onewhaia Rd
- The new realignment will have fewer and less sharp curves
- Wide shoulders to allow room for correction, and to provide space for cyclists
- Overbridge to be demolished
- The underpass will require a large section of road to be lowered by up to seven metres in height
- The rail bridge will be built by pushing piers into the ground underneath the rail line and excavating an underpass beneath
- Total 3.6km (approx.) of new highway to be built
- Approximately half a kilometre cut from journey distances
- New passing opportunities for both northbound and southbound travellers
- Level rail crossings eliminated at Onewhaia and Austin Rd West, but a crossing to be created at the end of Te Roti to link Te Roti and Onewhaia Rds
- New stock underpass.

### For more information please contact:

Anthony Frith  
Media Manager - Central

**T:** 04 894 5251

**M:** 027 213 7617

**E:** [anthony.frith@nzta.govt.nz](mailto:anthony.frith@nzta.govt.nz)

*The NZ Transport Agency works to create transport solutions for all New Zealanders - from helping new drivers earn their licences, to leading safety campaigns to investing in public transport, state highways and local roads.*

[newzealand.govt.nz](http://www.nzta.govt.nz)



---

## Sod turned on key Taranaki safety project

5 Mar 2015 12:00pm | NZ Transport Agency: Central region

The NZ Transport Agency says a new, safer highway to replace the Normanby Overbridge and its approaches is just two years away.

The Transport Agency's Central Regional Director Raewyn Bleakley joined Transport Minister Simon Bridges, South Taranaki Mayor Ross Dunlop and other dignitaries and community representatives this morning to celebrate the official start of construction on the \$11m realignment of State Highway 3, around 4km north of Hawera.

The project was brought forward by the Government as part of the Crown-funded Accelerated Regional Roading package.

The project will see the removal of the existing overbridge, with the existing rail line turned into a bridge that will pass over the road. The project also sees the realignment of 4km of highway, providing a completely new route that does away with the existing road's difficult, sweeping curves, particularly north of the bridge. The new road will provide wider shoulders, making it more forgiving for drivers who lose control. The shoulders will also give space for cyclists to ride safely.

"We appreciate that this project is a long time coming, and we would like to recognise the efforts of the local community who have campaigned passionately for this highway to be made safer," Ms Bleakley says.

"State Highway 3 is a busy freight route, and by making journeys shorter, while also reducing the risk of crashes or disruption, the project will help to reduce the cost of doing business, and in doing so, grow Taranaki's economy."

The project will be completed in around two years.

### For more information please contact:

Anthony Frith  
Media Manager - Central

**T:** 04 894 5251

**M:** 027 213 7617

**E:** [anthony.frith@nzta.govt.nz](mailto:anthony.frith@nzta.govt.nz)

*The NZ Transport Agency works to create transport solutions for all New Zealanders - from helping new drivers earn their licences, to leading safety campaigns to investing in public transport, state highways and local roads.*

---

[newzealand.govt.nz](http://newzealand.govt.nz)

## Agenda Memorandum

**Date** 18 March 2015



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

**Subject: Passenger transport operational update  
for the quarter ending 31 December 2014**

**Item:** 7

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

**Document:** 1480343

---

### Purpose

The purpose of this memorandum is to provide Members with an operational report of the public transport services throughout Taranaki as at 31 December 2014.

### Recommendations

That the Taranaki Regional Council:

1. receives and notes the operational report of the public transport services for the quarter ending 31 December 2014.

### 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 125,853, an increase of 1.7% above the 123,809 recorded in the same period in 2013/2014. The low growth rate is attributable to the drop in patronage of 2,334 (-4.7%) in November 2014 compared to November 2013. October and December 2014 experienced increases in patronage of 7.0% and 4.2% respectively. Overall patronage is still growing.

Chart 1 shows the total monthly patronage recorded during the second quarter 2012/2013, comparing it to the second quarter in 2013/2014 and 2014/2015.

**Citylink patronage comparison 2nd quarter of 2012/2013, 2013/2014  
and 2014/2015**

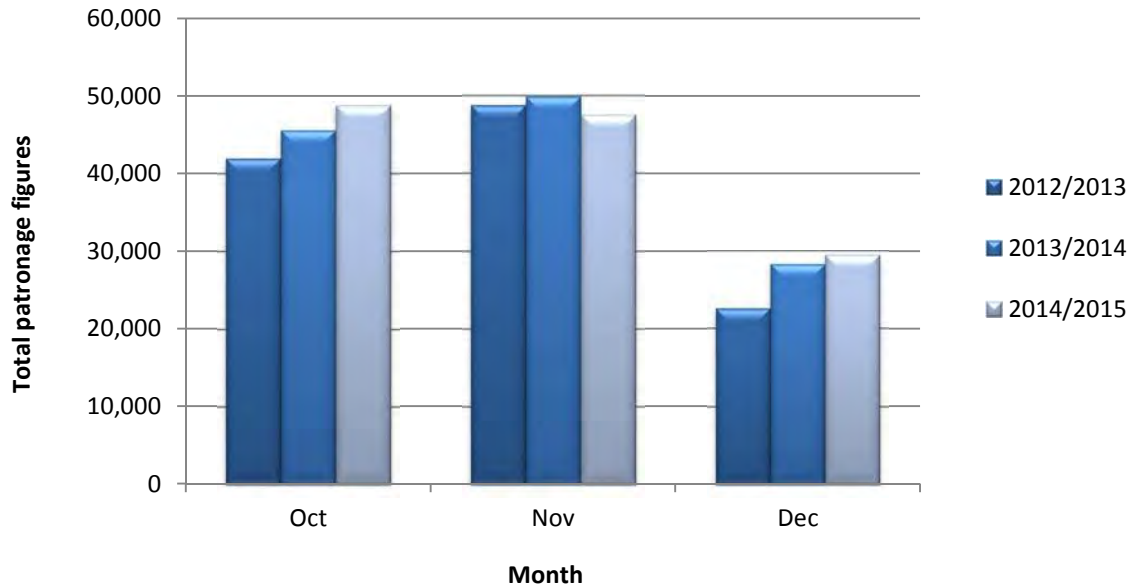


Table 1 shows the year to date trips per capita. With the release of the Census 2013 statistics the trips per capita is now calculated using the updated population number for areas serviced by the Citylink service. The result shows that while the number of trips is increasing as noted earlier, the trips per capita are equivalent to the same period a year ago.

**Table 1:** Citylink trips per capita YTD as at 31 December 2014

Period	Passenger trips	Trips per capita YTD
2014/2015	292,634	5.1
2013/2014	285,388	5.2

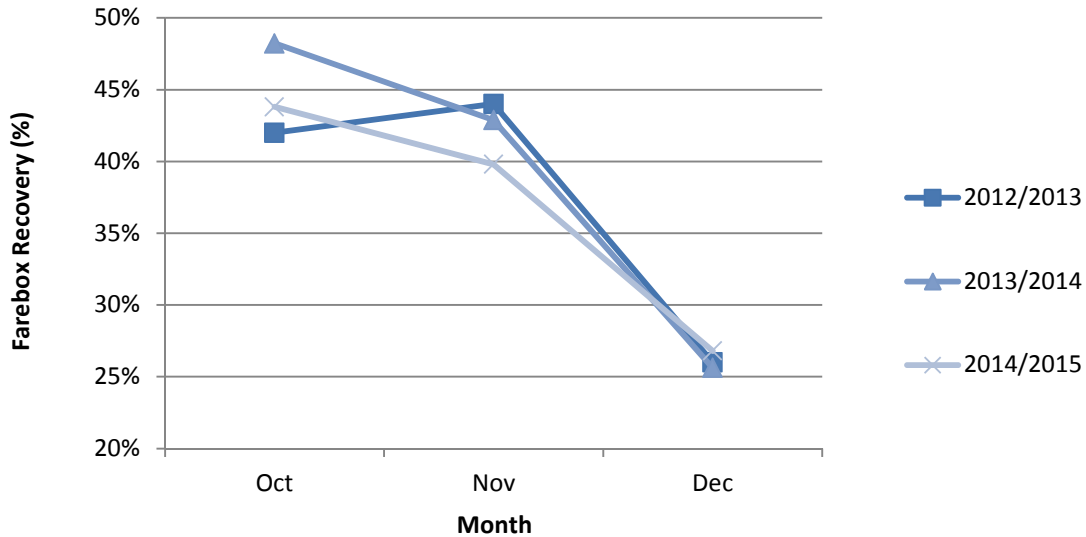
2014/15 trips per capita based on 57,459 population number (2013 census) for areas serviced by Citylink.

2013/14 trips per capita based on 54,108 population number (2006 census).

Farebox recovery for the quarter was 36.7% compared to the 37.7% achieved in the same quarter 2013/2014. Farebox recovery YTD is 40.1%.

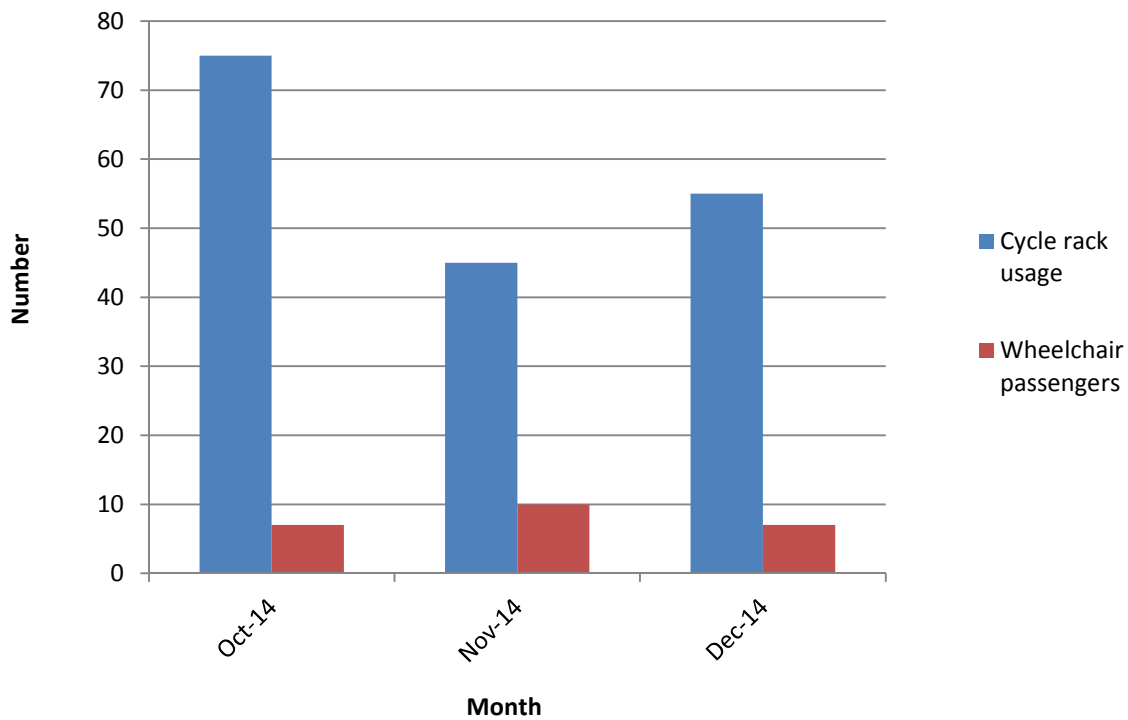
Chart 2 shows the second quarter farebox recovery between 2012/2013, 2013/2014 and 2014/2015.

**Citylink farebox recovery 2nd Quarter 2012/13, 2013/14 and 2014/15**



Bike rack usage dropped in the second quarter with 175 recorded compared to 209 in the first quarter. Wheelchair users numbers were also down, 27 compared to 37 in the first quarter. Usage for both is shown in Chart 3.

**Citylink 2014/2015  
Cycle rack usage and wheelchair passengers**





## SouthLink services

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

**Table 2** SouthLink patronage and financial performance as at 31 December 2014

Service	Passenger trips YTD	Fare box recovery rate YTD
Waverley-Patea-Hawera	994	60.6%
Opunake-Hawera (including Manaia- Hawera)	557	15.9%
Opunake-New Plymouth	669	24.4%

Patronage on the three SouthLink services is again down on the same quarter in 2013/2014. This is the third quarter in a row, this calendar year, where patronage is down on the previous year. This may be attributable to loss of population in the rural centres of Waverley, Patea and Opunake as evidenced in the 2013 Census statistics. Retendering of these services has now commenced which will see a review of levels of service and fares.

Waverley-Patea-Hawera patronage is down 10% (111 trips) compared to the same period last year. However, financially it is still performing strongly with a farebox recovery of 60.6%.

Patronage for the Opunake-Hawera (including Manaia-Hawera) service is down 28.4% (201 trips) compared to the same quarter in 2013/2014. The farebox recovery rate is 15.9% and below the criterion of 25%.

Patronage for the Opunake-New Plymouth service is down 11.8% (90 trips) compared to the same quarter in 2013/2014. The farebox recovery rate is 24.4%.

## Connector (Hawera to New Plymouth) bus service

The Connector service has now been in operation for ten full months. Total patronage for the first six months of 2014/2015 was 11,562 trips, an average of 89 patronage trips per day. Patronage for the second quarter was 5,077 with an average of 82 patronage trips per day. As shown in Chart 3 patronage decreased in the quarter. This was due to the end of the academic year for Western Institute of Technology at Taranaki (WITT) students.

**Table 3** Connector patronage YTD as at 31 December 2014

Service	Passenger trips YTD	Average passengers / day
Hawera to New Plymouth	11,562	89

Chart 4 shows the monthly breakdown of patronage trips.

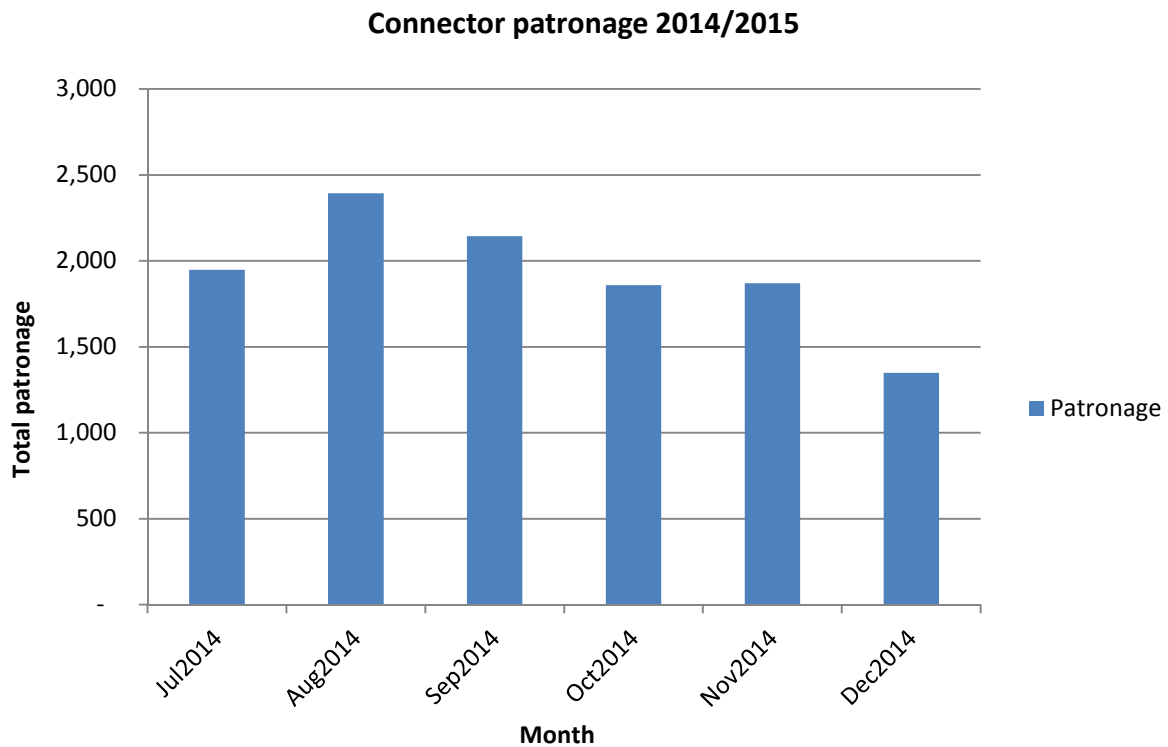


Table 4 shows the breakdown of patronage trips by fare category. As expected WITT and TDHB patronage continue to provide the highest percentages, 41.5% and 20.1% respectively. However, during the quarter there was growth in all fare categories excluding ACCESS and WITT. This is extremely positive news as it shows a wide section of the targeted communities are making more use of the service.

**Table 4** Percentage of Connector patronage as at 31 December 2014

Fare category	Patronage %
ACCESS	0.7%
Adult	14.0%
Beneficiary	8.6%
Child	3.4%
Seniors	3.6%
SuperGold Card	0.9%
TDHB	20.1%
Tertiary	6.8%
WITT	41.5%
Promotion	0.4%
<b>Total</b>	<b>100%</b>

## SuperGold Card Scheme

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

**Table 5** SuperGold Card patronage by service as at 31 December 2014

Service	Passenger trips	% of all trips
New Plymouth, Oakura, Bell Block and Waitara	25,609	9.6
Waverley-Patea-Hawera	367	37
Opunake-Hawera (incl. Manaia-Hawera)	280	50
Opunake-New Plymouth	267	40
Hawera-New Plymouth (eligible from Inglewood only)	101	0.9
<b>Total</b>	<b>26,624</b>	<b>9.0</b>

The total of 26,624 SuperGold Card trips equates to 9.0% of all public transport trips, across all services. This compares with 25,288 trips for the same period in 2013/2014, an increase in trips of 5.2%. However, this is due to increase in Citylink SGC use (up 7.9%) as all three SouthLink services recorded a drop in SGC. SGC trips on the Hawera to New Plymouth service are less than 1 percent due to the fact that SGC is only eligible from Inglewood on Thursdays.

## Total Mobility Scheme

Table 6 shows the number of taxi trips YTD as at 31 December 2014 for the Total Mobility Scheme.

**Table 6** Total Mobility trips as at 31 December 2014

Service	Passenger trips
Total Mobility Scheme	21,754

Total Mobility client trips are down 10.9% from the 24,437 trips in the same period last year. It is now six months since additional client benefits were introduced (maximum subsidy increased from \$13 to \$20 and the reorder time from 6 weeks to 5 weeks) but the long-term downward trend in trip numbers continues.

## Ironside Vehicle Society Incorporated

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

**Table 7** Ironside trips as at 31 December 2014

Service	Trips involving wheelchairs	Total trips claimed
Ironside Vehicle Society	2,814	3,653

Total number of trips is up 3.3% on the 3,536 recorded in the same period last year with the number of wheelchair trips up 6% on the 2,653 recorded in 2013/2014. Wheelchair trips account for 77% of all Ironside trips, showing just how important Ironside's service is for those with limited mobility.

**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** 18 March 2015



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

**Subject: Correspondence and information items**

**Item:** 8

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

**Document:** 1480684

---

### Purpose

The purpose of this memorandum is to update Members on correspondence and information items received since the last Committee meeting.

### Recommendations

That the Taranaki Regional Council:

1. receives and notes the submission sent to the Waikato Regional Council on the draft *Waikato Regional Land Transport Plan 2015-2045*
2. receives and notes the submission sent to the Horizons Regional Council on the draft *Horizons Regional Land Transport Plan 2015-2025*
3. notes that an invitation to host a tour of State Highway 3 and Taranaki has been extended to the Waikato Regional Transport Committee, and discusses possible options for the tour including dates.

### Submission on the draft Waikato Regional Land Transport Plan 2015-2045

The Council made a submission on the draft *Waikato Regional Land Transport Plan 2015-2045* by the due date of 15 December 2014. A minor amendment was made to this at the Council's meeting on 16 December 2014 with the updated version being forwarded to the Waikato Regional Council. Submission comments focused on inter-regional issues between our neighbouring regions, with particular focus on State Highway 3 (SH3). A copy of the final submission is attached for the Committee's reference.

Councillor Roger Maxwell (Committee Chair) and Mike Nield (Director – Corporate Services) represented the Taranaki Regional Council at Waikato's Hearing of Submissions on 17 February 2015 in Hamilton.

### **Submission on the draft Horizons Regional Land Transport Plan 2015-2025**

The Council made a submission on the draft *Horizons Regional Land Transport Plan 2015-2025* by the due date of 30 January 2015. Submission comments focused on inter-regional issues between our neighbouring regions, with particular focus on State Highway 3 (SH3). A copy of the final submission is attached for the Committee's reference.

### **Invitation of tour to Taranaki for the Waikato Regional Transport Committee**

There have been a number of discussions at the State Highway 3 Working Party and in other forums about the possibility of the Waikato Regional Transport Committee (RTC) visiting the Taranaki RTC, and specifically in travelling the portion of SH3 that is of concern to the cross-regional Working Party, in order to gain a greater understanding of the importance of the route.

The Taranaki Regional Council has therefore formally offered to host a tour for the Waikato RTC members, their alternates and key officers, to travel SH3 through to Taranaki. The Waikato RTC discussed this invitation at their meeting on 2 March 2015, and are currently determining the number who wish to take up the offer for a tour with the following outline:

- Day One
  - leaving Hamilton at approximately 8am
  - viewing SH3, Awakino Gorge, Mt Messenger, stock effluent facilities and key SH projects and matters of interest
  - overnight stay in New Plymouth
- Day Two
  - looking at Taranaki industry, Port Taranaki and freight-generating industries
  - returning to Hamilton at approximately 5pm
- Commentary will be provided by specialists on route.
- Dates are yet to be determined but are looking at late April/early May (outside of scheduled RTC meeting dates). Leaving Monday and back Tuesday would seem to suit most Waikato members with a Thursday leave back Friday the next supported days.

Guidance is sought from the Committee on suitable dates for the tour (with possible options including 4-5 May, 14-15 May, 25-26 May, 28-29 May), along with preferences for the itinerary.

### **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 1444044: Submission on the draft Waikato Regional Land Transport Plan 2015-2045  
Document 1460383: Submission on the draft Horizons Regional Land Transport Plan 2015-2025

19 December 2014  
Document: 1444044

Bill McMaster  
Transport Policy Team  
Waikato Regional Council  
Private Bag 3038  
Waikato Mail Centre  
HAMILTON 3240

Dear Bill

## **Submission on the draft Waikato Regional Land Transport Plan 2015-2045**

### **Introduction**

The Taranaki Regional Council (the Council) thanks the Waikato Regional Council for the opportunity to comment on the draft *Waikato Regional Land Transport Plan 2015-2045* (the Plan).

The Council makes this submission in recognition of its:

- regional land transport responsibilities under the *Land Transport Management Act 2003*; and
- regional advocacy responsibilities whereby the Council represents the Taranaki region on matters of regional land transport.

Our comments below focus on inter-regional issues between our neighbouring regions that could affect the efficient development and management of the land transport system between Taranaki and the Waikato, with particular focus on State Highway 3 (SH3).

This submission has been made by officers on behalf of the Council, but due to timing constraints has yet to be formally endorsed by the Council. You will be advised of any changes to the submission after the Council's meeting on 16 December 2014.

### **Background**

State Highway 3 (which connects to SH1 in the south of Hamilton city), runs from Hamilton through to New Plymouth and southward, connecting the Waikato and Taranaki regions. This section of the state highway network is a transport corridor which is of strategic importance to both regions, and has long been recognised as such within both our strategic regional land transport documents.

As you are no doubt aware, this corridor is a vital link in the interdependent relationship between Taranaki and Waikato – for example primary production and associated transportation requirements, as well as allowing for the servicing of the oil and gas industry. It is also of strategic importance to local communities and road users alike as it is only one of three key



roading corridors into/out of the Taranaki region. As it is the only viable freight link between Waikato and Taranaki (there is no direct rail link and limited sea freight movements) it is also of particular importance to the viability of industries in Taranaki being able to compete in the northern North Island and export markets, for regional tourism and for access to other services and facilities in major centres to the north of Taranaki – including to crucial health services. With traffic volumes increasing significantly in recent years, a sound arterial and state highway roading network will be required to ensure that the maximum social and economic benefits to both regions are to be realised. Key lifeline issues are also involved with this section of SH3 as it has a history of road closures due to its surrounding topography, limited access points and poor cellphone coverage.

A key driver for freight carried on SH3 is cargo coming into and out of Port Taranaki, making unimpeded road access to Port Taranaki vital. Port Taranaki is the only deep water port on the west coast of New Zealand. Ensuring smooth inter-connectivity between the roading network and maritime network is crucial for realising the economic potential of freight movements through Port Taranaki.

### **State Highway 3 Working Party and Strategy Group**

We note the history of cooperation and collaboration between our two regions in taking steps to ensure that this important inter-regional corridor is acknowledged and improved, including agreement to use of Taranaki R funds within the Waikato region to address issues on this route. In conjunction with the Waikato Regional Council, the Council is also involved in the State Highway 3 Working Party which was established in 2002 to liaise, monitor, coordinate, advocate and collate information on the section of SH3 between Piopio and the SH3/3A junction north of New Plymouth in order to promote the integrity and security of this important section of the state highway network. The Waikato Regional Council's ongoing commitment to the Working Party is particularly appreciated.

### **Submission points**

The Council wishes to congratulate the Waikato Regional Council on a comprehensive and high-quality Plan which provides good strategic direction while making a complex area much more accessible through its readability.

The Council makes the following comments on the draft Plan:

#### **Strategic direction**

- General support is given for the strategic direction outlined in the Plan, particularly the key transport priorities identified of improving key transport corridors, optimising transport across the region and improving road safety. These match well with those identified in the Council's draft *Regional Land Transport Plan for Taranaki 2015-2021* (which was released for public consultation on 6 December 2014 and to which this Council welcomes Waikato Regional Council's feedback).
- Support is given for the approach taken in regard to Strategic Corridors as outlined in Section 4 of the Plan, particularly the section (4.3) focused on inter-regionally significant corridors. The Council wishes to make specific reference and strong support for the 'Inter-regional corridor to the Taranaki region' section on pages 80-81, which is reproduced over the page for ease of reference.

## Inter-regional corridor to Taranaki region

State Highway 3 connects the Waikato region with the Taranaki region, and is an important freight, tourism and energy corridor. It also provides access to the nationally significant tourist destination of Waitomo. Network resilience is a critical issue for this route with two major lifeline related constraints south of Waitomo, at Mount Messenger and the Awakino Gorge. Road safety is also a significant issue on this route.

The inter-regional SH3 Working Party has been advocating over a number of years for funding on this corridor and has been working together to ascertain priorities for road maintenance and construction projects. The Government has announced that Mt Messenger and Awakino Gorge Corridor are to be included as part of an investment of \$212 million in 14 regionally important state highway projects directly funded through the Future Investment Fund and as announced in the 2014 Budget.

### Key policies for significant inter-regional corridors to Taranaki

- P45 - Improve route reliability, security and safety of SH3 in recognition of its function as a key tourism, freight and energy corridor and route of economic importance for the Taranaki region.

### Significant inter-regional activities

- A15 - Inter-regional planning activities that consider resilience, safety, route security and reliability outcomes and support appropriate related transport investment responses.
- A16 - Construction of the Mt Messenger and Awakino Gorge state highway project (accelerated through the Government's Future Investment Fund), to improve freight efficiency and safety outcomes on the SH3 inter-regional corridor.
- A17 - Completion of the HPMVs programme on the strategic HPMVs freight network.

### Function and desired investment outcomes for Taranaki inter-regional corridors

Strategic corridor / Function / Corridor classification	Desired investment outcomes	
	Year 1-10	Year 11-30
<p><b>SH3</b></p> <p>Key inter-regional corridor between the Waikato and Taranaki regions important for economic development and tourism. Connects Hamilton with Port of Taranaki and New Plymouth. In the future the movement function of SH3 north of SH21 is likely to be provided by southern links. There will possibly be a change in focus to public transport and alternative modes.</p> <p><i>Regional</i></p>	<p>SH3 south of SH21 – route security, safety and reliability improvements.</p> <p>SH3 north of SH21/Te Awamutu – function reviewed as part of Southern Links investigation.</p>	<p>SH3 south of SH21 –route security, capacity, safety and reliability improvements.</p> <p>SH3 north of SH21/Te Awamutu – increased potential for public transport and alternative modes.</p>

- In regard to *Figure 16: Strategic road and rail corridors classification and key freight infrastructure nodes, Waikato region (2021)* on page 72, the Council requests that Port Taranaki be added to the map's legend to ensure clarity and completeness.
- Notes the reference to SH39 on page 84 as being an alternative north-south freight corridor on the western side of Hamilton used to transport hazardous goods (LPG) from Taranaki to Auckland. It further notes that the function of SH39 will be reviewed post completion of the Waikato Expressway.
- Notes the reference to completion of the HPMV route between Waikato and Taranaki in pursuit of freight system efficiency outcomes.

### **Accelerated Regional Rooding Package and Regional Improvements Activity Class**

- Notes the references given throughout the Plan (including on pages 92-93) to the inclusion of a SH3 Mount Messenger to Awakino Gorge Corridor project in the Government's Accelerated Regional Rooding Package (ARRP). The Council is highly supportive of the inclusion of this project in the group of regionally important state highway projects which the Government has selected to accelerate outside of the National Land Transport Fund (NLTFund). The need for improvements on this stretch of the highway network has long been advocated by both our councils and the SH3 Working Party. The Council notes that this is a cross-boundary Taranaki and Waikato project that will be led by the Hamilton office of the Transport Agency. As such it is right that this project is included in both regional land transport plans, despite limited information being available at the time of developing our draft Plans.
- The Council notes that these 'accelerated' works are in addition to, and quite separate from, the new Regional Improvements Activity Class which is proposed in the draft Government Policy Statement on Land Transport (GP2015). The new Regional Improvements Activity Class is a pool of contestable funds within the NLTFund which 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 Council has been very active in advocating to government for a continuation of some form of dedicated regional funding for transport activities, and will watch with interest as to how effective the new activity class proves to be.

### **Programme of activities - absence of NLTFund improvement works on SH3**

- Both Taranaki and Waikato's Regional Transport Committees have previously been united in expressing concern about the lack of investment proposed by the NZ Transport Agency on the section of SH3 in the Waikato region. The Council notes its letter to the Waikato Regional Transport Committee (Taranaki Regional Council document reference 1404001) dated 15 September outlining concerns for this next funding round. The Council's concern has been heightened further with the release of the Waikato draft Plan confirming that the NZ Transport Agency has yet again not proposed any improvement works from the NLTFund on SH3 within the focus area of the SH3 Working Party (identified as being between Piopio and the SH3/3A junction north of New Plymouth), despite such concerns being raised repeatedly by both Councils. The Council submits that the NZ Transport Agency must place more priority on this section of SH3. Indeed this ongoing lack of addressing known vulnerability issues should be of national concern given the importance of the outputs from Taranaki into the wider economy.
- The Council strongly advocates that improvement projects on SH3 to improve safety and to ensure route reliability and security be included in *Waikato's Regional Land Transport Plan 2015-2045* for consideration of funding from the NLTFund. Improvements sought include curve easing, pavement widening and constraint removal to achieve an appropriate level of service, along with provision of additional passing opportunities.
- The Council strongly supports the approach taken by the Waikato Regional Council of identifying gaps in the proposed programme of activities (as outlined in Section 6.2.2 on page 97 of the Plan and highlighted in orange in the appropriate tables); and of writing to the Agency in this regard. The Council notes the Plan's reference in Appendix 10 to correspondence sent to the Agency (abridged below) -

The RTC has reviewed the contents of the Waikato region state highway programme, and requests that the following priorities of the RTC be considered further by NZ Transport Agency as per the comments below:

SH3 Awakino Gorge and Mount Messenger	Through the Accelerated Regional Roding Package, work on State Highway 3 at the Awakino Gorge and Mount Messenger is identified for investigation and construction to start within three years. So far this has not been included as an activity in the Waikato HNO transport programme. Acknowledging that it would not receive funding from the NLTF, the RTC requests details of the work proposed. The RTC also requests details on whether any other projects on SH3 south of Piopio are included as candidates for the Regional Improvements activity class.
---------------------------------------	--

- The Council wishes to record its disappointment that no funding request has been submitted by the NZ Transport Agency for any significant improvements from the NLTFund, particularly given the potential opportunity that the new Regional Improvements Activity Class presents. This is a serious concern for Taranaki. It is a source of ongoing frustration for this Council that both the importance and vulnerability of this section of the state highway network is not appropriately recognised and remedied by the NZ Transport Agency who are responsible for it. We note that the Council has encountered similar difficulties in obtaining inclusion of improvement activities in Taranaki's section of the corridor in the corresponding Plan for this region.
- The outcome of the investigations through the Mount Messenger to Awakino Gorge Corridor accelerated project will be watched with interest. The Council totally supports 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 be considered for funding under the Regional Improvements Activity Class in future.

#### **Stock truck effluent facilities**

- The Council strongly supports the inclusion in the Plan of stock truck effluent disposal facilities, particularly those that will service SH3 south of Hamilton to the border with Taranaki. It is noted that no facilities appear to have been put forward at this time, instead again being noted as a gap in the proposed programme of activities. The Council advocates for the inclusion of construction of further sites servicing SH3. Such disposal sites will complement those already in operation in Taranaki. Thanks are extended to councillors and staff of the Waikato Regional Council for their long-standing efforts to progress these works.

#### **Conclusion**

The Taranaki Regional Council again thanks the Waikato Regional Council for the opportunity to comment on the draft *Waikato Regional Land Transport Plan 2015-2045*.

The Council wishes to reiterate the importance of SH3 as an economic and lifeline link to the Taranaki region and indeed the country, including a need for secure, reliable, unimpeded access to and from Port Taranaki. While this route is essential for Taranaki's future economic and social wellbeing and makes a significant contribution to the regional and national economy, it remains a difficult stretch of road on which there is a need for continuous improvement.

The complete absence in the *Waikato Regional Land Transport Plan 2015-2045* of any improvement activities on SH3 (outside of the ARRP) is a matter of concern for the Council. For the reasons outlined above, the Council requests that the NZ Transport Agency and the Waikato Regional Council reconsider this matter and include improvement works on SH3 in the Waikato programme of activities within the Plan.

The Council is committed to working with the Waikato Regional Council to improve and maintain this strategically important inter-regional transport corridor to a satisfactory standard. As this road is the only major road link between Taranaki and the northern half of the North Island, it is vital for ensuring future economic and social wellbeing for local communities in both Taranaki and the Waikato.

The Taranaki Regional Council **would like to be heard** in support of its submission at the Hearing of Submissions.

Yours faithfully  
BG Chamberlain  
**Chief Executive**

A handwritten signature in blue ink, appearing to be 'BG Chamberlain', written over a light blue rectangular background.

per: MJ Nield  
**Director Corporate Services**

30 January 2015  
Document: 1460383

Freepost 217922  
Horizons RLTP Consultation  
Private Bag 11025  
Manawatu Mail Centre  
PALMERSTON NORTH 4442

Emailed to [rltp@horizons.govt.nz](mailto:rltp@horizons.govt.nz)

Dear Phillip and team

## **Submission on the draft Horizons Regional Land Transport Plan 2015-2025**

### **Introduction**

The Taranaki Regional Council (the Council) thanks the Horizons Regional Council for the opportunity to comment on the draft *Horizons Regional Land Transport Plan 2015-2025* (the Plan).

The Council makes this submission in recognition of its:

- regional land transport responsibilities under the *Land Transport Management Act 2003*; and
- regional advocacy responsibilities whereby the Council represents the Taranaki region on matters of regional land transport.

Our comments focus on inter-regional issues between our neighbouring regions that could affect the efficient development and management of the land transport system between Taranaki and Manawatu-Wanganui, with particular focus on State Highway 3 (SH3) and State Highway 43.

This submission has been made by officers on behalf of the Council, but due to timing constraints has yet to be formally endorsed by the Council. You will be advised of any changes to the submission after the Council's meeting on 23 February 2015.

### **Submission points**

The Council wishes to congratulate the Horizons Regional Council on a well-written Plan which provides good strategic direction while making a complex area much more accessible through its readability.

The Council makes the following comments on the draft Plan:

#### **Section 2.1 – Setting the scene**

- The Council endorses the recognition given to the importance of the growing freight distribution hubs developing in the Manawatu-Wanganui region and the resulting

importance of providing efficient and resilient road and rail routes to markets in order to meet the demands of time critical transport (p11).

- The Council endorses the acknowledgement that Palmerston North has good access to hinterlands that produce New Zealand export commodities and provides the staging point for export of these out of various ports including Port Taranaki. Support is provided for the specific recognition given to Palmerston North being the staging point between Fonterra output from the Whareroa plant in Hawera and export ports in Napier, Tauranga and Auckland (p11).
- The Council wishes to note that a key driver for freight carried on SH3 is cargo coming into and out of Port Taranaki, making unimpeded road access to Port Taranaki vital. Port Taranaki is the only deep water port on the west coast of New Zealand. Ensuring smooth inter-connectivity between the roading network and maritime network is crucial for realising the economic potential of freight movements through Port Taranaki.
- Support is provided for the Regional Growth Study, focusing on agri-business, that is being developed for the Horizons region and is due for completion in 2015 (p12). The Council looks forward to receiving a copy of this study in due course.
- The Council endorses the recognition of the movement of dairy products through the Horizons region and the importance of changes in those movements due to changes in processing facilities, such as the expected upgrade of Fonterra's Pahiatua milk processing facility with a new milk powder dryer which will negate the need for milk produced in the eastern North Island to be transported to the Whareroa plant in Hawera as it is now (p12).
- The Council endorses the acknowledgement of the impact of the region's forestry estate reaching harvestable age (p12), and notes that similar issues are being faced in Taranaki along with the corresponding difficulties this poses for local roading networks in particular.

### **Section 2.2 – The issues**

- The Council supports the issues identified in the Plan, along with the acknowledgement that these issues tend to be multi-faceted and without 'quick fixes' (p13).

### **Section 2.3 – Objectives**

- General support is given for the five key objectives adopted in the Plan. These objectives match well with those identified in the Council's draft *Regional Land Transport Plan for Taranaki 2015-2021* (which was released for public consultation on 6 December 2014 and to which this Council welcomes Horizons Regional Council's feedback).

### **Section 2.4 – Strategic priorities**

- The Council supports the six strategic priorities identified in the Plan.
- Strong support is provided for *Strategic Priority 2: Improved Connectivity of Key Strategic Routes*, in particular the following sections on page 23 –

SH3 to Taranaki is largely of an appropriate standard. However there are a couple of pinch points in the Taranaki Region that if addressed would improve the connectivity between both regions; the Tangahoe Bridge and Normanby Overpass projects. Much of the product from east to west is milk product that is transported by rail from the Oringi and Longburn processing facilities to the

Whareroa dairy plant in Hawera although some of these movements will be reduced when the Pahiatua milk processing facility is upgraded to process most of the milk produced on the east coast.

State Highway 43 (The Forgotten Highway) is now functioning as an emerging tourist route between Stratford and Ruapehu Districts. However, 12km of this route remains unsealed. Completion of sealing of this route would provide a boost for tourism, and therefore the economy, of these two Districts.

The Council agrees that the section of SH3 that travels between Horizons and Taranaki is now largely of an appropriate standard, and appreciates the acknowledgement of two of the key pinch points that remain – including the Normanby Overbridge project. Both of these projects are clearly identified within the draft *Regional Land Transport Plan for Taranaki 2015-2021*. For consistency, the term ‘overbridge’ may wish to be used throughout the Plan in reference to this project, as it is on page 47.

The Council further strongly supports the Plan’s acknowledgement of the importance of completing the sealing of SH43 between the Stratford and Ruapehu districts, which has long been sought by the Taranaki region, under both *Strategic Priority 2* (p23) as well as under *Strategic Priority 6: An Appropriate Network of Tourism Routes* (p25).

- Support is also provided for the acknowledgements throughout this and other sections of the Plan regarding promoting and facilitating the role of cycling tourism and the need to ensure that access to cycle touring routes is adequate to support projected growth in demand.

### **Section 2.5 – Policies and measures to achieve the priorities**

- The Council particularly supports the following policies:
  - Policy 2.1 *Maintain and as necessary improve the strategic transport network to ensure safe, efficient intra- and inter-regional accessibility and links with national transport corridors, specifically the reference in 2.1.7 to working with neighbouring regions*
  - Policy 2.3 *Support the efficient and effective movement of freight within and through the Region*
- The Council further supports those policies and measures relating to promoting and providing stock truck effluent disposal sites, which would complement those already established in Taranaki.

### **Section 5 – Inter-regional activities**

- The Council notes the reference under this section to the inter-regional corridors to Taranaki of State Highway 3 and the Marton-New Plymouth rail line.
- The Council supports the inclusion of the table on page 47 noting Significant Inter-regional Activities between Horizons and Taranaki. A correction is requested to the last line in this table to change reference from ‘the Port of Napier’ to ‘Port Taranaki’.
- The Council notes that while SH3 Tangahoe River Bridge will be strengthened in 2015 under HPMV route improvements, it is the Council’s view that replacement and realignment of this bridge is required – as outlined in *Table 6: Activities for future consideration* on page 49 of the Taranaki Plan.



## Conclusion

The Taranaki Regional Council again thanks the Horizons Regional Council for the opportunity to comment on the draft *Horizons Regional Land Transport Plan 2015-2025*.

The Council is committed to working with the Horizons Regional Council to maintain and improve transport linkages between our two regions for the benefit of both regions and the country as a whole. The Council is appreciative of the close working relationships between transport officers of our two councils.

The Taranaki Regional Council would **not** like to be heard in support of its submission at the Hearing of Submissions.

Yours faithfully  
BG Chamberlain  
**Chief Executive**

A handwritten signature in blue ink, appearing to be 'BG Chamberlain', written over a light blue rectangular background.

per: M J Nield  
**Director Corporate Services**

## **Agenda reports**

### **Regional Transport Committee, March 2015**

#### **Item 3**

[Draft Regional Land Transport Plan for Taranaki 2015/16 - 2020/21](#) (3.9 MB)

[Public submissions on Draft RLTP](#) (1.8 MB)

[Summary of submissions and recommendations](#) (420 KB)