

**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 18 March 2015
commencing at 10.30am.**



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

Attending	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)
	Mr	S Tamarapa	(Iwi Communications Officer)
	Messrs	D McGonigal	(New Zealand Transport Agency)
		K Keshaboina	(New Zealand Transport Agency)
		S Barnett	(New Zealand Transport Agency)
		M Aves	(New Plymouth District Council)
		B Jagersma	(Stratford District Council)
		V Lim	(South Taranaki District Council)
		M J Cloke	(Road Transport Association)

Apologies The apologies from Mayor R Dunlop (South Taranaki District Council) and Councillor M Powell (South Taranaki District Council) were received and sustained.

Notification of Late Items Item 3 – Hearing of Submissions and finalising of the draft *Regional Land Transport Plan for Taranaki 2015-2021* – updated tables

1. Confirmation of Minutes – 26 November 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 Wednesday 26 November 2014 at 10.30am

2. notes the recommendations therein were adopted by the Taranaki Regional Council on 16 December 2014.

Maxwell/Volzke

Matters arising

NZ Transport Agency Regional Report

Mayor N Volzke, Stratford District Council, advised the Committee that clarification has been received from the NZ Transport Agency on FAR for special purpose roads. Mayor Volzke noted that the response from the NZ Transport Agency will result in further dialogue between the Stratford District Council, New Plymouth District Council and the Agency.

2. Minutes of the Taranaki Regional Transport Advisory Group

- 2.1 The minutes of the Taranaki Regional Transport Advisory Group meetings held on Wednesday 18 February 2015 and Wednesday 4 March 2015 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.
- 2.3 Committee Chairperson, Councillor R F H Maxwell, noted to the Committee that Mr Barry Jagersma, Roading Manager, is leaving the Stratford District Council in the near future. Mr Jagersma has been a long-standing Member of the Taranaki Regional Transport Advisory Group and has provided a broad range of expertise and advice to the Group. Councillor Maxwell thanked Mr Jagersma on behalf of the Taranaki Regional Transport Committee for his work and input into transport planning activities for the Taranaki region.

Recommended

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.

Maxwell/Dodunski

3. Hearing of Submissions and finalising of the draft Regional Land Transport Plan for Taranaki 2015-2021

- 3.1 Members of the Regional Transport Committee heard from the following submitters who wished to speak to their written submission on the *Regional Land Transport Plan for Taranaki 2015-2021*.

Submission No. 5	Venture Taranaki	Mr Stuart Trundle
Submission No. 10	Te Korowai o Ngāruahine Trust	Ms Louise Tester
Submission No. 7	North Taranaki Cycling Advocates	Mr Graeme Lindup Ms Joelle Xavier
Submission No. 1	Waikato Regional Council	Councillor Hugh Vercoe Mr Bill McMaster
Submission No. 8	Taranaki Equestrian Network	Ms Sue Rainford

3.2 Members of the Regional Transport Committee discussed and deliberated on all submissions received. Members made the following recommendations:

Submission No. 1 – Waikato Regional Council

The submitter's comments in support of their submission were received and noted.

Recommended

THAT the Taranaki Regional Council

1. thanks the submitter for their submission
2. makes no change to the *Regional Land Transport Plan for Taranaki 2015-2021*.

Submission No. 2 – Federated Farmers

Recommended

THAT the Taranaki Regional Council

1. thanks the submitter for their submission
2. makes no change to the *Regional Land Transport Plan for Taranaki 2015-2021*.

Submission No's. 3 – NZ Horse Network

Recommended

THAT the Taranaki Regional Council

1. thanks the submitter for their submission
2. agrees to the following officer recommendations:

Clarify that the focus of the Plan is on transport modes rather than recreational activities, by adding the following to Section 1.3 Background and Scope (page 2)

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

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

Broaden language to make mention of horse-riding where appropriate

In Section 2.6 Alternative Modes (on page 16)

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

Make the following amendment in Section 4.4(3) Reducing the Safety Risk on Taranaki's Transport Network (page 31)

Improving safety and personal security is important for all mode users; with safety concerns (both perceived and real) being a barrier to greater use of walking and cycling. The concept of protecting vulnerable road users such as pedestrians and cyclists has been overtaken by a safe systems approach to road safety whereby the aim is to make roads and roadsides safer for all road users – be they motorists, motorcyclists, pedestrians, cyclists, horse-riders or another mode.

Add a footnote explaining the term 'paper roads' to Section 2.5 (page 11) as follows –

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

3. agrees that the *Regional Land Transport Plan for Taranaki 2015-2021* incorporate the officer recommendations from recommendation 2
4. makes no further change to the *Regional Land Transport Plan for Taranaki 2015-2021*.

Submission No. 4 – Public Health Unit, Taranaki District Health Board

Recommended

THAT the Taranaki Regional Council

1. thanks the submitter for their submission
2. makes no change to the *Regional Land Transport Plan for Taranaki 2015-2021*.

Submission No. 5 – Venture Taranaki

The submitter's comments in support of their submission were received and noted. Mr Stuart Trundle, Venture Taranaki, provided supplementary information to the Committee on the economic growth of the Region citing nationally significant projects projected for 2017 onwards in Taranaki and the changing modes of container traffic from Port Taranaki to the Ports of Auckland and Tauranga by road and rail. The economic contribution from Taranaki to the national economy is expected to grow.

Recommended

THAT the Taranaki Regional Council

1. thanks the submitter for their submission

2. makes no change to the *Regional Land Transport Plan for Taranaki 2015-2021*.

Submission No. 6 – NZ Transport Agency

In discussing the submission from the NZ Transport Agency, Mayor N Volzke, Stratford District Council, noted the recommendation in the officers' report to remove the word "freight" from the Strategic role of SH43. SH43 is a key access route from one region to another and freight from the rural areas does make its way onto SH43 and then onwards to other markets and destinations. The recommendation was not supported by the Committee. It was agreed that the word 'freight' be retained in the *Regional Land Transport Plan for Taranaki 2015-2021* in Section 2.7 (page 17).

Recommended

THAT the Taranaki Regional Council

1. thanks the submitter for their submission
2. agrees to the following officer recommendations:

Add a further priority in Section 4.5 of the Plan (page 37) of

'Providing a safe transport system increasingly free of death and serious injury.'

Update section on FAR Review within Section 3.5 Current Guiding Influences (page 27), to reflect the outcomes of the review

Add commentary on the West-East movements of dairy product under the Manawatu-Wanganui cross-boundary corridors section of Section 2.7 Key Journeys Including Cross-boundary Matters (page 19), as follows:

"There are also significant movements of dairy product along this corridor, particularly via rail. Milk is conveyed from the processing facilities at Oringi and Longburn to the Whareroa plant in Hawera (though this is likely to decline with the expected upgrade of Fonterra's Pahiatua site with a new milk powder dryer in 2015). There is also a large West-East counter flow from Taranaki, particularly export goods to other North Island ports, with strong volumes through Port of Napier."

Expand on details of the Urban Cycleways Fund outlined in Section 6.1 Proposed Funding Sources (on page 51), and make reference to this in Section 4.4 Issue 4 (on page 32)

In Table 2 (page 39), combine the 'Maintenance & operation of local roads' and 'Renewal of local roads' to become '*Local road maintenance*' which is consistent with the 2015–2018 Activity Classes

Amend the notation in Table 3 (page 42) as follows –

Will proceed to design and construction if the investigation findings are approved by the Minister, following an assessment against the IAF 2015

Amend the commentary above Table 6 Activities for Future Consideration (page 49) as follows (addition of underlined words) –

A range of other worthwhile potential projects have been identified by the Council on behalf of the Community (not the Transport Agency as the Road Controlling Authority), in Table 6 below for future consideration.

Amend the second paragraph of Section 6.4 National Moderation and Allocation of Funding (page 54) as follows -

However, this prioritisation will not necessarily be translated into the NLT Programme, as national moderation by the Agency is likely to change ~~the regional priorities~~ what projects are funded according to national objectives...

Remove "Street lighting improvements" from the list in Section 6.5 (page 54)

Remove 'draft' from the Government Policy Statement and Investment Assessment Framework references within the Plan

Ensure that references to the Transport Agency are consistent through the document; other than in tables where the acronym NZTA is retained for ease (as previously agreed with Agency staff)

3. agrees that the *Regional Land Transport Plan for Taranaki 2015-2021* incorporate the officer recommendations from recommendation 2
4. makes no further change to the *Regional Land Transport Plan for Taranaki 2015-2021*.

Submission No. 7 - North Taranaki Cycling Advocates (NTCA)

The submitter's comments in support of their submission were received and noted.

Recommended

THAT the Taranaki Regional Council

1. thanks the submitter for their submission
2. makes no change to the *Regional Land Transport Plan for Taranaki 2015-2021*.

Submission No. 8 - Taranaki Equestrian Network (TEN)

The submitter's comments in support of their submission were received and noted.

Recommended

THAT the Taranaki Regional Council

1. thanks the submitter for their submission
2. makes no change to the *Regional Land Transport Plan for Taranaki 2015-2021*.

Submission No. 9 - Taranaki Regional Council

Recommended

THAT the Taranaki Regional Council

1. agrees to the following officer recommendation:

Changes to be made as required to update the Plan as requested, with changes from the draft Plan tracked for the consideration of the Committee

Submission No. 10 – Te Korowai o Ngāruahine Trust (TKONT)

The submitter's comments in support of their submission were received and noted.

Recommended

THAT the Taranaki Regional Council

1. thanks the submitter for their submission
2. agrees to the following officer recommendations:

Add the following to Section 2.2 Population (on page 6)

Within Taranaki there are also differences in the composition and characteristics of the population. These can be important when considering the transport needs of local communities. For example, the New Plymouth district has over two-thirds of the region's population and it has more elderly as a proportion of its total population than either Stratford district or South Taranaki district. South Taranaki district on the other hand has the youngest population in the region with almost a quarter of its residents under the age of 15. According to the 2013 Census, 16.5% of the region's population is Maori with 24.3% of the population of the South Taranaki district being Maori.

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

Add the following to the paragraph on Iwi in Section 2.2 (on page 6)

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

Add a further measure of 'Ongoing consideration of possible heavy vehicle bypass routes of residential/commercial areas where appropriate' to Section 4.4(6) Reducing Negative Environmental and Community Impacts Arising from Transport (on page 34)

Add the following to the KiwiRail summary in Section 3.4 Plan Partners and Their Roles (page 25)

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

Zealand.

Expand the Rail Network summary in Section 2.5 The Land Transport Network as follows (page 14)

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

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

Expand the summary information within 4.4(3) Reducing the Safety Risk on Taranaki's Transport Network (page 31), to outline the dominant safety issues in Taranaki, as follows –

Taranaki does not have a good road safety record, with a range of issues involved. The contributing factors in crashes over the last 10 years have remained constant with alcohol, speed, loss of control and intersections showing in crash data. Recidivist drink drivers have been identified as a serious concern in Taranaki and programmes have been developed to start educating and change the behaviour of recidivist drink drivers. The safety of vulnerable road users has made an unwanted appearance over the last 5 years, in particular motorcyclists and pedestrians (6 pedestrians were killed in 2014) while older drivers have started to feature prominently in road crash reports during that same time. Recent law changes and continuous road safety education in schools has helped reduce young driver crash statistics. However, this will need to be an ongoing area of focus to further reduce young driver crashes as new drivers gain their licence. All these issues factor heavily in Roadsafes Taranaki's collaborative road safety education programmes for the period of the Plan."

Amend Section 4.5 (on page 37) as follows –

Maximising efficiency and optimisation of existing capacity across the region's transport system, including through travel demand management measures, ~~that promote alternative modes to the private motor vehicle (such as public transport, walking and cycling).~~

Promoting and supporting alternative modes to the private motor vehicle (such as public transport, walking and cycling).

Provide reference to the policy reference notations used within Section 5 early in Section 4.4.

3. agrees that the *Regional Land Transport Plan for Taranaki 2015-2021* incorporate the officer recommendations from recommendation 2
4. makes no further change to the *Regional Land Transport Plan for Taranaki 2015-2021*

3.3 There being no further discussion on the submissions received on the *Regional Land Transport*

Plan for Taranaki 2015-2021, Members of the Regional Transport Committee recommended the following:

Recommended

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 '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
7. acknowledge with thanks the work of the Taranaki Regional Council's transport officers and the Taranaki Regional Transport Advisory Group for their work and input into the development of the *Regional Land Transport Plan 2015-2021*.

Williamson/Volzke

4. New Zealand Transport Agency Regional Report

- 4.1 Ms R Bleakley, New Zealand Transport Agency, spoke to the Regional Report updating Members on Agency news and activities and deliverables from the current National Land Transport Programme.

Recommended

THAT the Taranaki Regional Council

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

Maxwell/Williamson

5. Release of 2015 Government Policy Statement on Land Transport (GPS 2015)

- 5.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum informing 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 (as they relate to the Regional Improvements activity class).

Recommended

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*.

Maxwell/Williamson

6. Accelerated Regional Roothing Package - project update

- 6.1 The memorandum updating the Committee on the two Accelerated Regional Roothing Package projects (Normanby Overbridge Realignment project and Mount Messenger and Awakino Gorge Corridor project) in the Taranaki region was received and noted.

Recommended

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.

Maxwell/Dodunski

7. Passenger transport operational update for the quarter ending 31 December 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 31 December 2014.

Recommended

THAT the Taranaki Regional Council

1. receives and notes the operational report of the public transport services for the quarter ending 31 December 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 submission sent to the Waikato Regional Council

on the draft Waikato Regional Land Transport Plan 2015-2045, the submission sent to Horizons Regional Council on the draft Horizons Regional Land Transport Plan 2015-2025 and an invitation to the Waikato Regional Transport Committee to tour and State Highway 3 and Taranaki.

Recommended

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.

Dodunski/Maxwell

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 12.30pm.

Confirmed

Committee Chairperson: _____
R F H Maxwell

Date: **17 June 2015**