

# Integrated Transport Framework: Programme Business Case

New Plymouth District Council



make  
everyday  
better.



# New Plymouth Integrated Transport Framework

## What and Why?

New Plymouth is a growing district and there are significant opportunities to improve the transport network to align with the future needs of the district and its people. The purpose of the New Plymouth Integrated Transport Framework (ITF) Programme Business Case (PBC) is to demonstrate the case for change to establish a comprehensive and integrated transportation system for the New Plymouth District over the next 30 years.

The ITF is a PBC that outlines the problems and benefits, the evidence to support the problems and the decision-making process that has led to the selection of a preferred option.

This document has been substantively prepared under the 2021-24 Government Policy Statement on Land Transport (GPS). With the change in Government in late 2023, a new GPS covering 2024-34 has been prepared. While some of the priorities are similar, such as road safety, resilience, and economic growth, there has been a change in emphasis towards maintenance, value for money and increased productivity.

These changes include shifting from a focus on reducing vehicle-kilometres travelled and emissions to making journey times more efficient, increasing public transport patronage, improving access to markets and employment areas, improving housing supply, and making better use of existing capacity. This, along with other Government policies, are still expected to reduce emissions over time but will while supporting economic growth and productivity.

As a result, the PBC has been updated to reflect the changes in the 2024-34 GPS, and feedback on the affordability of the programme to fit in with the New Plymouth District Council’s Long Term Plan and 30 year Infrastructure Strategy.

## PBC Process

The ITF has been developed following the PBC process outlined below. The PBC team have worked closely with key stakeholders and the community to understand a broad range of views and priorities in the option development phase. Transport modelling was also used to develop, test and rank different short list options against the key performance indicators (KPIs).

Strategic case What is the compelling case for change?	Economic case Does the preferred option optimise value for money?	Commercial case Is the proposed Option commercially viable?	Financial case Is the investment proposal affordable?	Management case How can the proposal be delivered successfully?
Develop (or refine)	Develop	High-level only – completed in activity-level business case	High-level only – completed in activity-level business case	High-level only – completed in activity-level business case

Source: Programme business case phase (NZTA website)

## Strategic Priorities

The strategies and priorities of the project partners on a national and regional level have been summarised into the following four areas.

**Better Travel Options**

Mode Shift

Equitable Accessibility

**Climate Change**

Climate Resilience

Emission Reduction

Environmental Sustainability

**Economic Prosperity**

Freight Access

Sustainable Development

Enabling Economic Growth

**Safety and Health**

Safety for All Modes

Healthy People

Community Needs

## The New Plymouth District

The New Plymouth Proposed District Plan and Infrastructure Strategy outline a number of over-arching objectives for the future of the New Plymouth District.

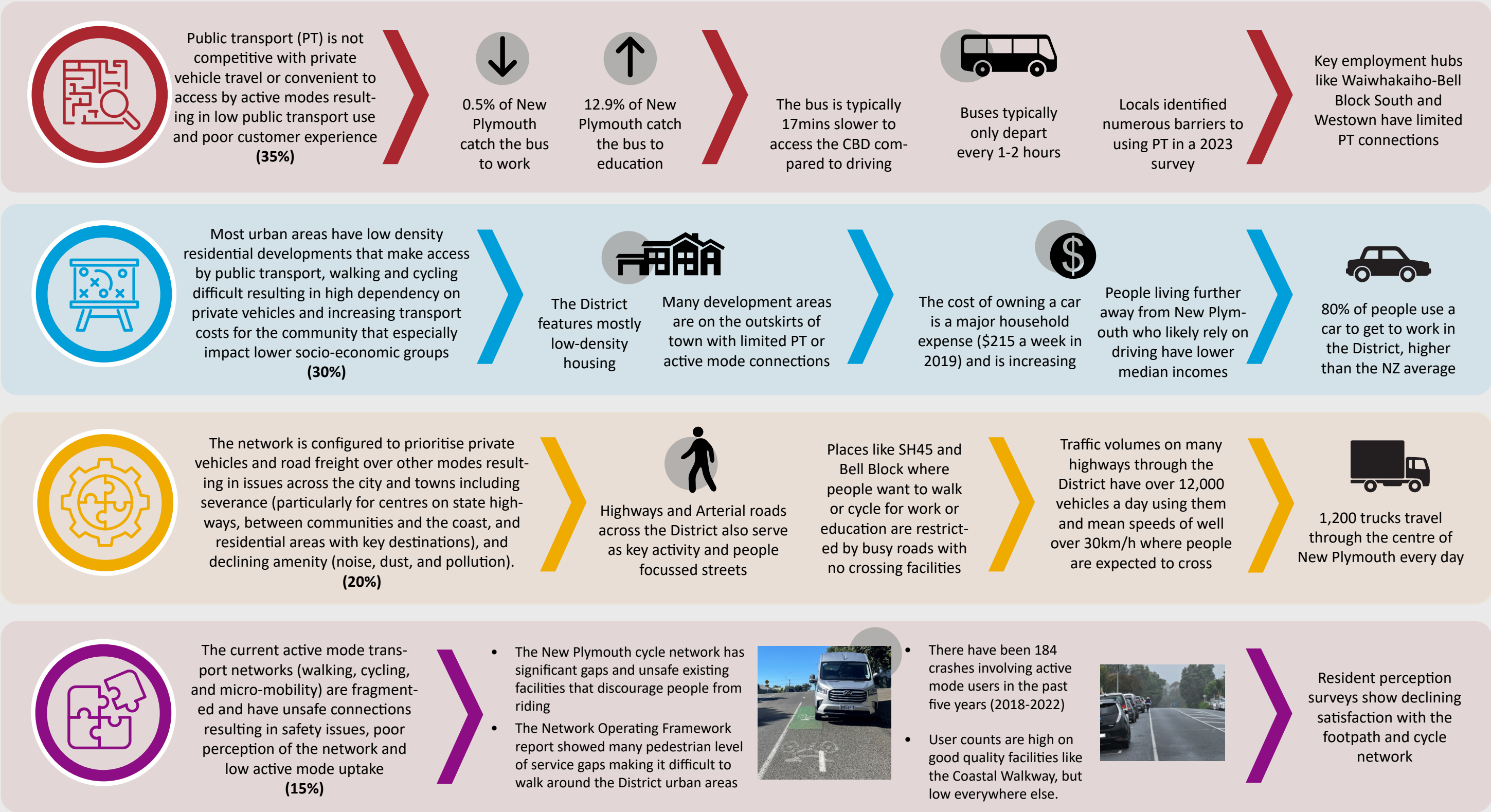


# New Plymouth Integrated Transport Framework



## Problem Statements

Following an Investment Logic Mapping workshop with key project partners and stakeholders, four key problems were identified that encompass they key transport issues in the New Plymouth District.



# New Plymouth Integrated Transport Framework

## Project Benefits and Interventions

The preferred programme is expected to deliver on the following four investment benefits, and some of the listed interventions.

Public transport (PT) is accessible, convenient and the preferred mode of transport for many (30%)

Align PT routes with destinations and improve accessibility

Improve PT frequency and level-of-service

Improve PT infrastructure and travel time

Reduce the need to travel where PT is less viable

Decreased reliance on cars as the primary mode of transport and increased walking, cycling and PT use (35%)

Compact urban form

Improve access to lower cost modes

Resilient network connections at pinch points

Improved access to amenities (coast, schools and services) and employment along engaging and enjoyable transport corridors (15%)

Reconfigure streets for movement and place by reallocating space

Support lower-emission transport

Safe road connections

Travel demand and behaviour management

A safe and connected city and towns to walk and cycle with active and healthy communities (20%)

Complete the urban cycle network

Improve active mode accessibility and attractiveness

Improve safety for existing facilities

## Short List Options

At the short list stage, four programme options were considered, which were tested with project partners and stakeholders.

These were the three options taken forward from the long list stage, as well as a new ‘Common interventions’ option that combined all of the common elements from the three unique short list options.

- Common Interventions** - Smaller scale works with a strong case for change that are present in all other short list options.
- Liveability** - Improved liveability and accessibility of centres with a focus on people and active modes.
- Connected Urban Centres** - Creating local activity centres with high efficiency transport corridors and active mode and public transport connections to New Plymouth CBD.
- Reduce Transport Emissions Hybrid** - Supporting increased urban densification by integrating transport with land use and maximising transport emissions reduction using all levers.

## Programme Option Comparison

Transport modelling data, economic analysis and subject matter experts informed the Multi Criteria Analysis, which was used to select the preferred option.

The preferred option ‘Connected urban centres’ had the highest average MCA ranking following the sensitivity testing. The scheduling of this programme was then improved to increase affordability as detailed on the next page.

Assessment Component		Common interventions	Liveability	Connected urban centres	Reduced transport emissions hybrid
Multi Criteria Analysis	IO1: Improve public transport network access, reliability, and travel times.	Minor Positive	Minor Positive	Moderate Positive	Moderate Positive
	IO2: Reduce private vehicle reliance and increase mode shift.	Minor Positive	Minor Positive	Moderate Positive	Moderate Positive
	IO3: Positive impact on local centres, network productivity and utilisation.	Neutral	Neutral	Minor Positive	Moderate Positive
	IO4: Improve multi-modal access to key amenity locations.	Minor Positive	Moderate Positive	Minor Positive	Moderate Positive
	IO5: Improve the safety and attractiveness of active mode networks.	Minor Positive	High Positive	High Positive	High Positive
	Critical Success Factors	Minor Negative	Moderate Negative	Moderate Negative	Minor Negative
Impacts and Opportunities		Minor Positive	Moderate Positive	High Positive	Moderate Positive
Stakeholder Alignment Consultation results		Low	Medium	High	High
30-Year Cost Range (\$M) P5-P95 costs		498-773	912-1,635	1,362-2,514	941-1,654
BCR Range Sensitivity testing		1.1 – 3.7	1.0 – 3.4	1.1 – 3.7	1.5 – 4.9

## What we Heard

Following stakeholder and community feedback, the most and least prioritised initiatives for each project benefit/challenge are shown below.

Benefit/Challenge	Most prioritised initiative	Least prioritised initiative
Improve public transport	Increasing the frequency of public transport and infrastructure	Increasing parking fees
Adapt to urban development along our coast	Connecting public transport to key destinations and a seperate route for freight	Increasing road capacity
Enable reduced reliance on private vehicles and freight	Increasing accessibility around the district and shifting road freight to other modes	Reducing transport emissions and using alternative fuel
Fix our fragmented active travel network	Improving existing road connections, bridges and raised crossings	Reducing the road speeds



# New Plymouth Integrated Transport Framework



## Preferred Option

A core preferred programme was developed from the short list stage to improve programme affordability while still delivering similar outcomes. This was achieved by:

- Rescheduling the costed interventions to smooth the annual and total programme costs while maintaining the critical path of the costed interventions to deliver the modelled outcomes.
- Descoping some of the higher-cost interventions to deliver similar outcomes with better value for money by considering the likely triggers for these interventions and testing different model scenarios.

Core Programme 30-year non-discounted cost range (\$M):	485 - 840
---	-----------

Economic 40-year Discounted Benefits (\$M)	
--	--

Traffic travel time and reliability	395
Vehicle operating costs	34
Public transport travel time and reliability	1,192
Crash reductions	137
Cycling travel time and user health	882
External impacts of emissions	20

Benefit-Cost Ratio (BCR) range:	3 - 10
---------------------------------	--------



## Next Steps

Aside from minor interventions already underway, next steps for the programme include follow-on studies to explore interventions in greater detail.

Studies in the first three years of this programme align with the Government Policy Statement on land transport 2024, as they focus on improving network productivity and reliability, providing better low-emission transport options, and enabling better housing supply.

Collaboration between NPDC TRC and NZTA will be required to deliver this programme as funding priorities may change over time. An increase in investment will be required from all parties to achieve the expected benefits of this programme.

Follow-on Studies Focuses
Public transport services detailed business case
Strategic upgrade priorities
District-wide One Network Framework classification
Network Operating Framework Update
District-wide active mode upgrade package investigation
Separated cycleway indicative business case and detailed business cases
Parking strategy
Identifying land use changes to support intensification and housing supply
Regional active mode connections
Road pricing strategy
Western Ring Route indicative business case



## The Future Benefits

A selection of the Key Performance Indicators (KPIs) have been shown across the different modes to give an indication of the expected programme benefits.

The KPIs indicate benefits for all road users, including cars and freight, as a result of the projected mode shift and transport infrastructure interventions.

### Investment Objective

### Key Performance Indicators

### Medium-Term

### Long-Term

Improve public transport network access, reliability, and travel times

KPI 3: % of population within 400 metres PT walking catchments.

Do Minimum	Preferred Programme
57.2%	57.2%

Do Minimum	Preferred Programme
55.5%	57.5%

KPI 4b: PT mode share for AM journey to school trips

13.9%	17.7%
-------	-------

13.5%	28.2%
-------	-------

Reduce private vehicle reliance and transport related emissions and increase mode shift

KPI 5: Tonnes of CO2E (change compared to do-minimum)

-	-6%
---	-----

-	-15%
---	------

KPI 6b: VKT (change compared to do-minimum)

-	-4%
---	-----

-	-14%
---	------

KPI 7: PT mode share for journey to work trips

0.7%	6.4%
------	------

0.7%	18.9%
------	-------

Positive impact on local centres, network productivity and utilisation

KPI 10: PT travel time minus car travel time (Average of 4 Origins to CBD in mins)

17	13
----	----

16.7	8.7
------	-----

KPI 13a: % of freight on non-arterial corridors

76.5%	76.1%
-------	-------

75.1%	77.9%
-------	-------

KPI 13b: Freight travel times from east to port (change compared to do-minimum in mins)

-	-0.1
---	------

-	-1.6
---	------

Improve the safety and attractiveness of active mode networks for all users

KPI 14: Annual deaths and serious injuries for cyclists

2.88	1.4
------	-----

3.72	0.92
------	------

KPI 15: % of primary cycling network that is safe and separated

13%	23%
-----	-----

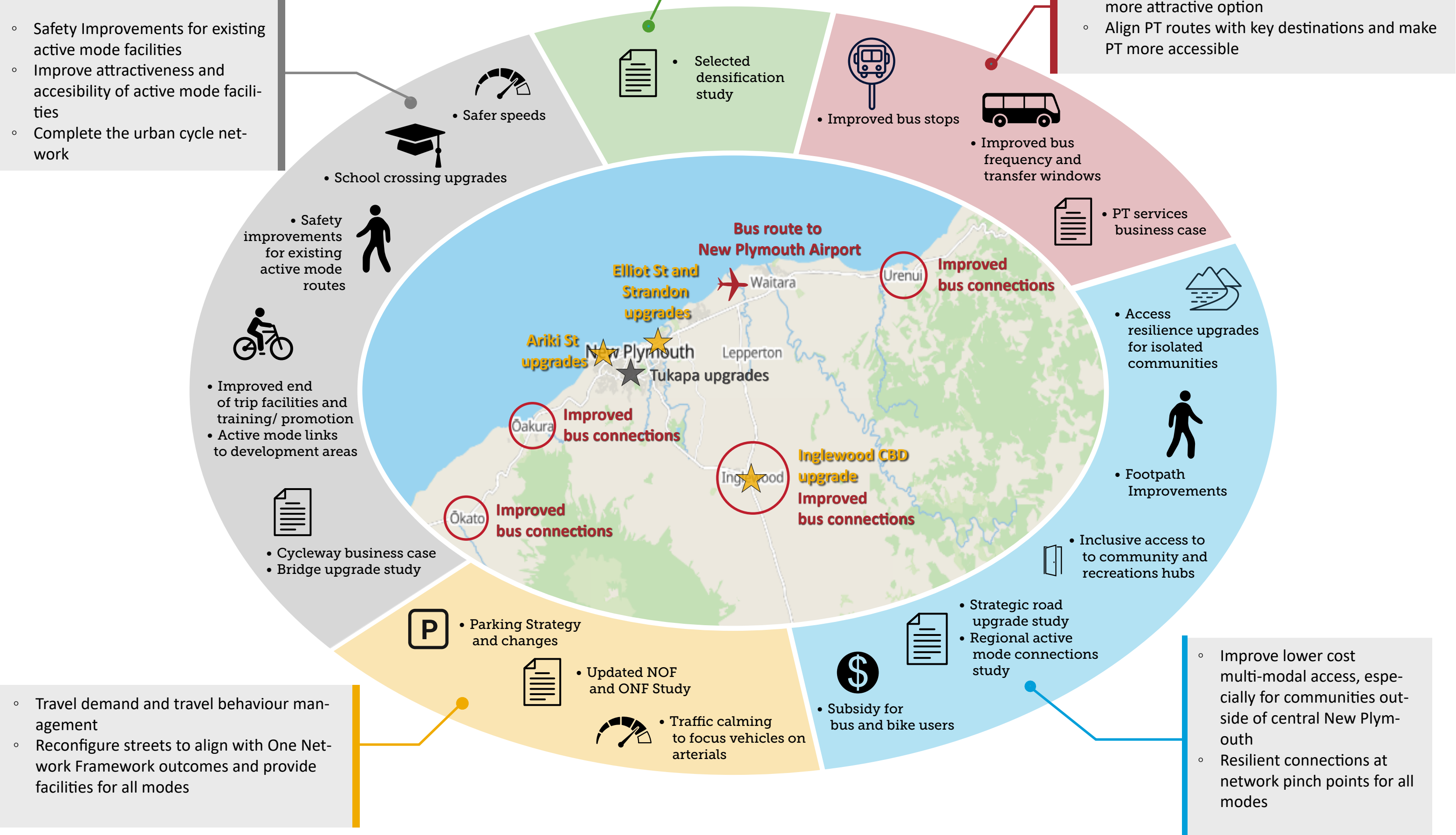
13%	29%
-----	-----





# Preferred Option - Short Term

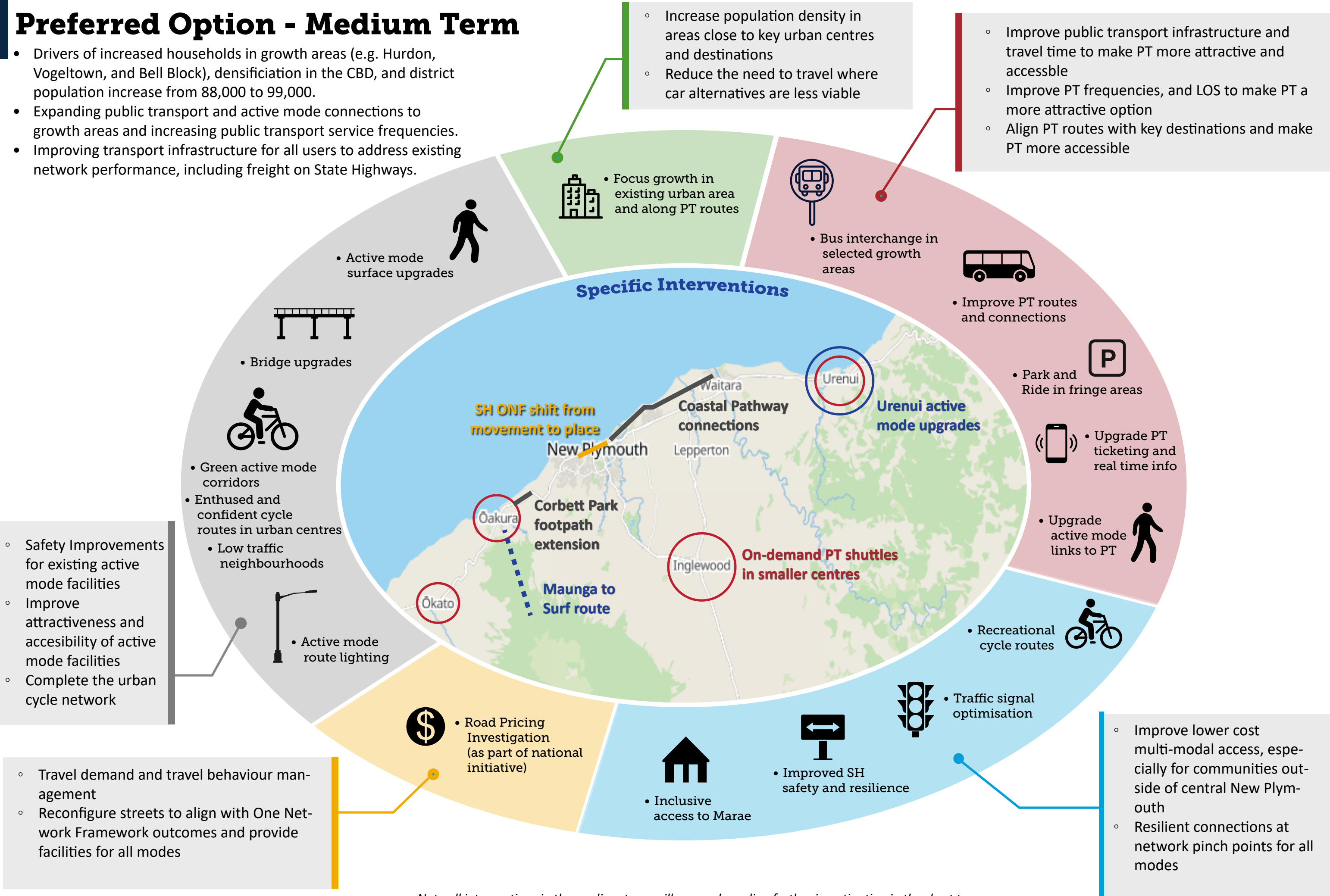
- Small scale improvements to address transport network safety and accessibility.
- Improving current public transport network and services.
- Developing strategies and completing investigations for significant transport investments.





# Preferred Option - Medium Term

- Drivers of increased households in growth areas (e.g. Hurdon, Vogeltown, and Bell Block), densification in the CBD, and district population increase from 88,000 to 99,000.
- Expanding public transport and active mode connections to growth areas and increasing public transport service frequencies.
- Improving transport infrastructure for all users to address existing network performance, including freight on State Highways.



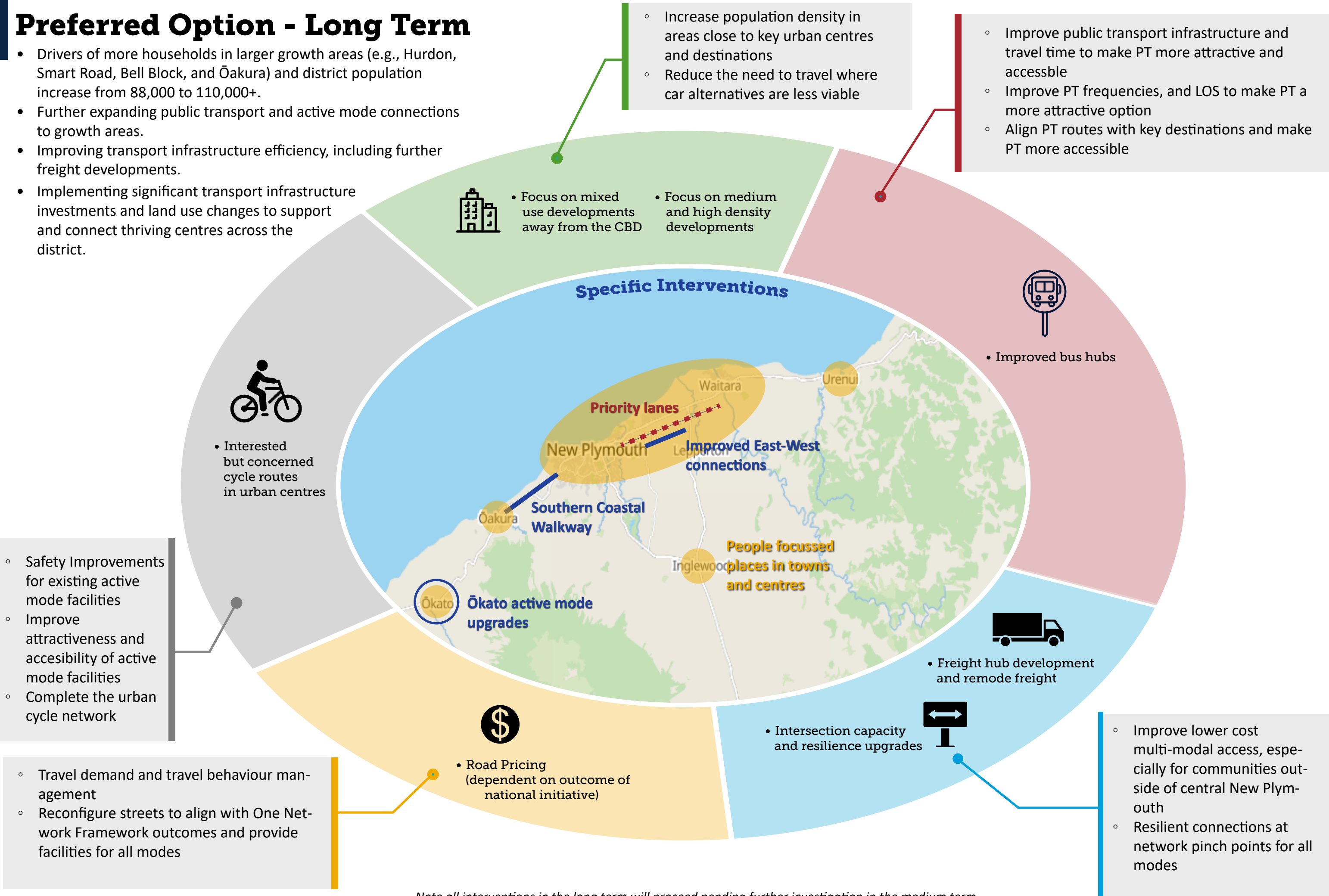
Note all interventions in the medium term will proceed pending further investigation in the short term





# Preferred Option - Long Term

- Drivers of more households in larger growth areas (e.g., Hurdon, Smart Road, Bell Block, and Ōakura) and district population increase from 88,000 to 110,000+.
- Further expanding public transport and active mode connections to growth areas.
- Improving transport infrastructure efficiency, including further freight developments.
- Implementing significant transport infrastructure investments and land use changes to support and connect thriving centres across the district.



Note all interventions in the long term will proceed pending further investigation in the medium term

