



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

## **Annual Monitoring Report for 2019/20 (Year Five)**

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## Key acronyms used

AC	Activity Class
AO	Approved Organisation
BC	Business Case
LTMA	Land Transport Management Act 2003
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
NPDC	New Plymouth District Council
NZTA	Waka Kotahi NZ Transport Agency
RLTP	Regional Land Transport Plan
RTC	Regional Transport Committee
SDC	Stratford District Council
STDC	South Taranaki District Council
TIO	Transport Investment Online
2018/19	1 July 2018 to 30 June 2019
2019/20	1 July 2019 to 30 June 2020
2020/21	1 July 2020 to 30 June 2021

# 1 Introduction

## 1.1 Statutory framework

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

The 2013 amendments to the LTMA made a number of significant changes to regional transport planning and funding. Under these changes, regional land transport strategies and regional land transport programmes were replaced by a new single regional planning document – the regional land transport plan, which combines elements of both former documents.

The first such plan for the region, the *Regional Land Transport Plan for Taranaki 2015/16–2020/21* (the Plan or RLTP), was developed during 2014/15 and approved by Council on the 7 April 2015. It came into effect on 1 July 2015.

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

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

Based on the Plan, Waka Kotahi NZ Transport Agency (Waka Kotahi or NZTA) then decides which activities it will include in the three-yearly National Land Transport Programme (NLTP). Once included in the National Programme, an activity can then be funded from the NLTF and subsequently delivered.

## Period covered

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

The focus of the initial Plan was on detailed funding for the first three years, with funding forecasts provided for an additional seven years (ten financial years in total from 1 July 2015 to 30 June 2024). Though the Plan itself has a life of six years, it is reviewed and new programmes of activities prepared on a three-yearly cycle. A mid-term review of the Plan was completed in June 2018, which proposed activities for the three years from 1 July 2018 to 30 June 2021.

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

## Purpose

The purpose of the Plan is to:

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

## 1.2 Monitoring Requirements

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

Section 7.1 of the Plan therefore stated that —

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

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

The following report provides an update on the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* for the **2019/20** financial year. This being the second year of the Plan as revised by the mid-term review (during 2017/18) for the 2018/19-2020/21 period, though the fifth year of the Plan overall.

\* For ease and consistency with the three-yearly planning and funding cycles of councils’ Long Term Plans and the NZTA’s National Land

Transport Programme, the Programme component of the Plan will show just the final three-years of the six-year Plan.

## 1.3 Sources of information

The information contained in this Report was sourced primarily from staff of Waka Kotahi and the four Councils, along with reference to the following:

- *Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review 2018/19-2020/21*
- *National Land Transport Programme for Taranaki 2018/19-2020/21*
- Transport Investment Online (TIO)

The Waka Kotahi’s Transport Investment Online (TIO) web-based system is used by the Agency to receive and process funding applications from Approved Organisations, then measure the delivery and progress towards the completion of activities and projects listed in the RLTP by each of the three district councils and the Taranaki Regional Council. Greater detail can be found in each council’s own annual reporting against their Long Term Plans (or their equivalent in the case of Waka Kotahi).

## 2 Changes to the Plan

### 2.1 Minor amendments

As with most forward planning, priorities, needs and expectations can change over the lifespan of a planning document, and the RLTP is no exception.

It is important to emphasise that while the ‘front end’ of the Plan (Sections 1 to 4 including the Strategic Direction component which specifies the objectives, policies and methods) remains as published in June 2018, the sections of the Plan involving the Programme of activities (Section 5) and related funding forecasts (Section 6) have continued to evolve post its release.

The development of the Plan is very much an iterative process and given the complex nature of the activities involved, the published Plan is considered to be a snapshot in time that will continue evolving post release. The NZ Transport Agency’s TIO system is expected to contain the most current version of the programme component of the Plan at any time.

Over the duration of the Plan, activities or projects can change, be abandoned or be added. Change requests can occur due to changes in the time, scope or cost of proposed activities (especially given that a funding application can be made a number of years before an activity is to be undertaken). Unforeseen situations (such as emergency works following storm events) can also potentially require alterations to the programme of works set out in Section 5 of the Plan.

Most changes can be expected to be minor but in some cases a relatively large change (such as adding a new project) may need to be

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<sup>1</sup> This request was first considered by the Committee in June 2019, but was referred back for further information at that time.

made to the programme, requiring a formal variation to the Plan. Variations to the Plan must be requested through the Regional Transport Committee for consideration by the TRC. Public consultation is **not** required for any variation that is not significant in terms of the significance policy adopted in Section 7.4 of this Plan. It is probable that the majority of variations will not be significant.

### 2.2 Formal variations

Three formal variation requests were made to the Regional Transport Committee to vary the RLTP during the 2019/20 year:

Date	Org.	Project	Summary
Sep. 2019	NPDC & NZTA	Ahititi stock effluent disposal site upgrade	New project: To upgrade the Ahititi stock effluent disposal facility by developing a new receiving facility, with the current treatment ponds then being decommissioned.
Sep. 2019	NZTA	Taranaki State Highway Speed Management Guide implementation <sup>1</sup>	New project: Changes on state highways based on recommendations in the Speed Management Guide.
Jun. 2020	SDC	Brecon Rd Extension	New project: An extension will connect Brecon Rd North and Brecon Rd South with a new link road and two bridges, one over the Patea River and another over the Paetahi Stream.

All of these requests were processed by the Regional Transport Committee, and subsequently approved by the TRC, during the year. None of these formal variation requests were considered to be significant according to the Council’s Significance Policy within the

RLTP, therefore public consultation was not required for any of these projects to be added to the Plan.

Further details on these variations are provided at [www.trc.govt.nz/variations-to-plan/](http://www.trc.govt.nz/variations-to-plan/).

### 3 Progress towards strategic objectives

Section 4 of the Plan provides the strategic guidance for land transport in Taranaki, from a vision statement, through to outlining the issues and challenges Taranaki faces, along with the objectives, policies and measures (methods) identified to address those issues. The Plan notes the general strategic direction for Taranaki’s land transport system as – *Improved roading, with an increased provision for alternative modes.*

The mid-term review of the Plan during 2017/18 confirmed the general strategic direction of the Plan as released in April 2015. No changes were made to the original Issues and Objectives, though minor amendments were made to some of the Policies as a result of the review.

This section of the Monitoring Report provides a high-level narrative on the implementation of the **objectives** of the Plan. Reference should be made to Table 1, which provides a summary of Taranaki’s land transport issues, objectives and policies, as specified in the revised Plan.

The 2019/20 financial year, being the fifth year of the six-year Plan, saw a fairly solid continuation of progress towards implementing the Plan’s seven strategic objectives, with activities of particular note outlined below.

Plan Objective	Implementation notes
1) An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness.	Cross-organisational collaborative work continued throughout the year – through informal means as well as formalised groups such as the Regional Transport Advisory Group, Public Transport Officers Group and SH3 Working Party.  2019/20 saw continued improvements to active transport mode facilities and integration, primarily through NPDC’s Let’s Go project.
2) An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.	All maintenance and improvements works throughout 2019/20 sought in some way to achieve this.  Strong progress on the SH3 Awakino Gorge to Mt Messenger Programme suite of works. These works are crucial to removing constraints to growth in freight, tourism and people movements along this vital inter-regional corridor.
3) A safe transport network increasingly free of death and serious injury.	This objective was a focus of many of the activities within the Plan, including the SH3 Waitara to Bell Block Route Improvements project, many Minor Improvements activities by RCAs, and the community education centred work of the Taranaki Road Safety Action Planning Group, and the Let’s Go education activities.  SH44 Moturoa safety improvements were largely completed during the year, incorporating a half-roundabout.

Plan Objective	Implementation notes
4) A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.	<p>Public transport operations, including the Total Mobility Scheme for people with impairments, are a key part of achieving this objective, and continued throughout the year as detailed in Section 4.6.</p> <p>The Let's Go activities in North Taranaki, along with the Pathways for People project in South Taranaki, saw continued improvement in walking and cycling opportunities and awareness in those communities. 2019/20 also saw an increase in footpath improvements due to footpath maintenance now being eligible for FAR.</p>
5) A land transport system that is robust, responsive to changing needs and resilient to external influences.	<p>Key works during the year to improve and respond to network resilience issues included works following past storm events, particularly on SH43.</p> <p>Construction work to provide resilient access to Waiinu Beach, Waitotara Silver Fern Farms Abattoir, and the Richard Alexander Quarry, through extending Nukumarū Station Road in Waitotara, was delayed by property issues.</p>
6) An energy efficient and environmentally sustainable land transport system.	<p>Public transport operations are key to achieving this objective, and continued throughout the year as detailed in Section 4.6.</p> <p>The LED Streetlight conversion project continued, and is now largely completed for all three district councils, which will also make great gains in this area. Unfortunately,</p>

Plan Objective	Implementation notes
	<p>this conversion project has not likewise progressed on the state highway network,, so the entire region has not yet moved to LED street lighting.</p>
7) An adaptable and flexible approach to managing and developing the land transport system that optimises funding options to best meet the needs of the region in an affordable way.	<p>Optimising funding is a key aspect of the LED Streetlight conversion projects.</p> <p>The SH3 north projects and the vast majority of maintenance and minor improvement works across the region are aimed at maximising efficiency and optimising existing capacity across the transport system.</p> <p>During 2019/20, there was ongoing development, including regional workshops, to embed the One Network Roding Classification (ONRC) system, and the Business Case Approach (BCA).</p>

**Table 1: Summary of Taranaki’s land transport issues, objectives and policies (per the revised RLTP 2015-21)**

#	Issues	Objectives	Ref	Policies
1	Ensuring a regionally and nationally <b>integrated transport network</b>	An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness.	I1	<ul style="list-style-type: none"> <li>Take a one network approach to managing the transport system.</li> </ul>
			I2	<ul style="list-style-type: none"> <li>Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner.</li> </ul>
2	Facilitating <b>growth and economic development</b>	An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.	G1	<ul style="list-style-type: none"> <li>Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.</li> </ul>
			G2	<ul style="list-style-type: none"> <li>Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.</li> </ul>
			G3	<ul style="list-style-type: none"> <li>Ensure those roads in the region serving tourism and the productive sector are fit for purpose.</li> </ul>
			G4	<ul style="list-style-type: none"> <li>Protect and promote the existing rail corridors.</li> </ul>
3	Reducing the <b>safety</b> risk on Taranaki’s transport network	A safe transport network increasingly free of death and serious injury.	S1	<ul style="list-style-type: none"> <li>Promote infrastructure improvements on strategic corridors.</li> </ul>
			S2	<ul style="list-style-type: none"> <li>Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users.</li> </ul>
			S3	<ul style="list-style-type: none"> <li>Support the aims of <i>Safer Journeys</i> and <i>Roadsafe Taranaki</i>.</li> </ul>
4	Maintaining and improving <b>accessibility and travel options</b> throughout the region	A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.	A1	<ul style="list-style-type: none"> <li>Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services.</li> </ul>
			A2	<ul style="list-style-type: none"> <li>Optimise existing capacity in the transport network through travel demand management measures and improved use of technology.</li> </ul>
			A3	<ul style="list-style-type: none"> <li>Ensure a range of travel options are available to the region’s residents.</li> </ul>
5	Ensuring <b>network resilience and responsiveness</b> in the context of internal and external pressures	A land transport system that is robust, responsive to changing needs and resilient to external influences.	R1	<ul style="list-style-type: none"> <li>Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change.</li> </ul>
			R2	<ul style="list-style-type: none"> <li>Protect routes with lifeline functions.</li> </ul>
6	Reducing negative <b>environmental and community impacts</b> arising from transport	An energy efficient and environmentally sustainable land transport system.	E1	<ul style="list-style-type: none"> <li>Ensure transport efficiencies, promote alternative modes and manage transport demand.</li> </ul>
			E2	<ul style="list-style-type: none"> <li>Encourage development of infrastructure and technology that promotes the use of alternative vehicle types (e.g. battery or fuel cell electric vehicles).</li> </ul>
7	Addressing these issues in an environment of <b>constrained funding and affordability</b> yet rising costs.	An adaptable and flexible approach to managing and developing the land transport system that optimises funding options to best meet the needs of the region in an affordable way.	F1	<ul style="list-style-type: none"> <li>Maximise efficiency and optimisation of existing capacity across the transport system.</li> </ul>
			F2	<ul style="list-style-type: none"> <li>Ensure road standards are developed to meet ONRC requirements and support land use change</li> </ul>



## 4 Progress on delivering planned activities

This section of the Monitoring Report outlines progress made by each of Taranaki's Approved Organisations (AO) in delivering their programmed activities and projects listed in the RLTP. The information has been supplied by each AO in the region, with the intention being to provide an overview of the works programme undertaken. The AOs in Taranaki are the: New Plymouth District Council, Stratford District Council, South Taranaki District Council, Taranaki Regional Council and Waka Kotahi NZ Transport Agency.

Summaries of progress on activities that were considered regionally significant are provided in tabular form in Appendix B, for ease of comparison to the way these were structured in (Section 5.3 of) the Plan.

Other activities, largely those considered as 'business as usual' such as maintenance and minor improvements, are outlined by organisation below.

### 4.1 New Plymouth District Council

#### **Maintenance, Operations and Renewals**

The delivery of NPDC's transportation maintenance, operations and renewals changed on 1 July 2019 from a traditional contract model to a NEC4 Term Services Contract, which is a collaborative model with a pain/gain-share commercial tension element. These services are being successfully delivered by a team comprising Council staff, Downer (the successful contractor) and a number of subcontractors.

For 2019/20, overall maintenance expenditure was higher and renewals was lower than budget with a cost neutral balance.

The asset areas of greatest concern are structures and pavements, while in terms of the community the greatest area of concern relates to road safety (and the rising number of fatal and serious injury crashes).

#### **Minor (Low Cost/Low Risk) Improvements**

NPDC continues to improve the network around schools, including project by Merrilands School, Moturoa School, Vogeltown School. Other projects included intersection improvements, seal widening, traffic calming and network improvement related to the Housing NZ/KiwiBuild Scheme for Marfell.

#### **Projects**

The street lighting conversion to LED was completed in 2019/20, with great saving in electricity consumption being realised.

NPDC's major project is the pre-implementation work needed to successfully implement the Coastal Pathway extension from Bell Block to Waitara. Council has been working closely with iwi, stakeholders and affected parties in developing route options through this area of rich cultural significance.

## 4.2 Stratford District Council

### Maintenance, Operations and Renewals

The final year of the Regional Land Transport Plan saw the beginning of a new maintenance contract for the Stratford District Council. The previous contract (3+1+1) was replaced after three years with a 3+2+2 (seven) year contract. This was not due to the performance of the incumbent contractor, but more to align multiple contracts within the Council, (3-waters, building maintenance, open space maintenance and security), all of which expired on 30 June 2019. Council's intention, at that time, was to look at the possibilities for amalgamating these contracts into one, in order to provide more efficiency and potential cost savings. Unfortunately, this did not materialise, therefore the contracts were let separately.

### Maintenance and Operations:

Council's focus throughout the year has been to restore the roadside drainage across the district and address the damage caused by forestry activity on the network within the district.

Forestry did have a significant impact on budgets for 2019/20 with an over expenditure of \$750,000 in the sealed pavement maintenance work activity. The majority of this expenditure was associated with repairing roads used by the forestry companies, such as Stanley Road, Mangapapa Road, Kupe Road and Douglas North Road.

The increase in the roadside drainage work programme for 2019/20 is to recognise the under-investment in this particular activity in previous LTP periods, that have resulted in roadside drains becoming ineffective, which in turn has led to pavement defects.

This year (2019/20) has been very similar to the previous year in that Council has been "chasing its tail" to keep ahead of the forestry industry. Most notably, the forest harvesting that is currently underway on Junction road and Mangaoapa Road, has resulted in significant investment to repair soft spots and re-metal the roads.



Mangaoapa Road – bank trimming and road strengthening for logging operations.



Safety Improvement on Junction Road where a logging truck rolled over down the bank on a narrow section of the road.

## Renewals

This year Council partially completed the rehabilitation of 1km of Monmouth Road. This road is extensively used by the haulage industry as this road is one of our permitted, High Productivity Motor Vehicle routes with 20% of the traffic volume being HCV's using this road.



Monmouth Road pavement rehabilitation

Maintenance metalling, as mentioned above, did concentrate on roads that have been used extensively by the forestry industry, such as Junction Road and Mangaoapa Road, as shown in the photograph above.

Other works of note include the refurbishment of the wooden swing bridge at the end of Lower Kohuratahi Road. This suspension bridge built in 1938 required the replacement of wooden structural members, tightening of the stiffening rods, replacement of deck planks and wheel guards. Finally, a layer of "Goldseal" was applied to all the steel components, to prevent further corrosion.



1. The finished underside before removal of the scaffold and final tensioning of the hand rails

2. Photo taken from the top of the access ladder looking towards the farm abutment.

3. Goldseal being applied to the bridge.



Council continued with its footpath replacement programme throughout the year. The most notable project for the year was the upgrade to Seyton St. This included the replacement of the kerb and channel, footpath and the re-construction of the road pavement. Below is a photograph of the completed project.



Mangaotuku Road Safety Improvements

### **Minor (Low Cost/Low Risk) Improvements**

The focus for this year was to push on with the realignment of Mangaotuku Road at Tututawa, having suspending the project through the winter period. Good progress was being made when the contractor returned, only to be scuppered by the COVID-19 pandemic when the country went into lockdown. This resulted in the project being put on hold until the alert levels returned to level two. Unfortunately for the Council, this came too late in the construction season, therefore the decision was made to further delay the project until October 2020.



## Projects

Council finally completed the conversion of the streetlights to LED's this year. All that remained from the previous LTP was the conversion of the ornate streetlights in Mercade Close. These had to be retro-fitted with an LED light as the manufacturer does not offer an LED version of the "Putney" style of light used in the subdivision.



Streetlight in Mercade Close.

## 4.3 South Taranaki District Council

### Maintenance, Operations and Renewals

Annual Programme for renewing the District roading network and footpaths include:

- Area wide pavement treatment (\$1.57M) – sections of roads (completed 6.2km) are re-metalled and sealed, resulting in a smoother more durable surface, widening and minor safety improvements are included where appropriate. Carried over amount of \$667k.
- Resealing of 77.5km of road for the year (2.2M).
- Renewing of footpaths, kerb and channel (completed 802 m costing \$239k, with a carried over to 2020/21 of \$660k the footpaths around the district are prioritised for renewing based on the footpath condition and use, stormwater needs and the condition of the kerb and channel.
- Bridge Strengthening on Weraweraonga Road Bridge #273 (\$208k).
- Glover Road pathway and road widening (453k) with a carried over amount of \$75k.
- Whenuku Road widening (73k).
- Gabion wall installations on Skeet and Hastings Road (76k).
- Fish passage work as identified by Taranaki Regional Council at 2 locations (134k).
- No flood damage event for 2019-2020.

### Minor (Low Cost/Low Risk) Improvements

Various low cost low risk projects were completed during the year.

- Sight benching work done on Upper Ball, Rotokare, Henson, Mataiwetu, Matuku, Okahutiria, Rangitautau West, Rawhitiroa, Waiinu beach, Waitotara Valley and Weraweronga Roads. \$153K.
- Seal widening work done on Ngawhini, Lower Newall, Denby, Waitotara Valley, Upper Okotuku and Whenuku Roads. \$750K.
- Sign and Delineation improvement. \$55K.
- Pathway installation on Glover Road. \$245K.
- Road protection retaining wall on Skeet and Hastings Roads. \$77k.

### Projects

The Nukumarū Station Road project is still ongoing and has been granted \$7.0m by the ready shovel project funding. Construction work is expected to be carried out in the 2020/2021 financial year.

The Rotokare Road intersection upgrade was constructed but it is in legal dispute. Final repair work to be decided by NZTA and Landfill's project party. Any further expenditure is covered by the landfill's project fund.

### Community Road Safety Programme

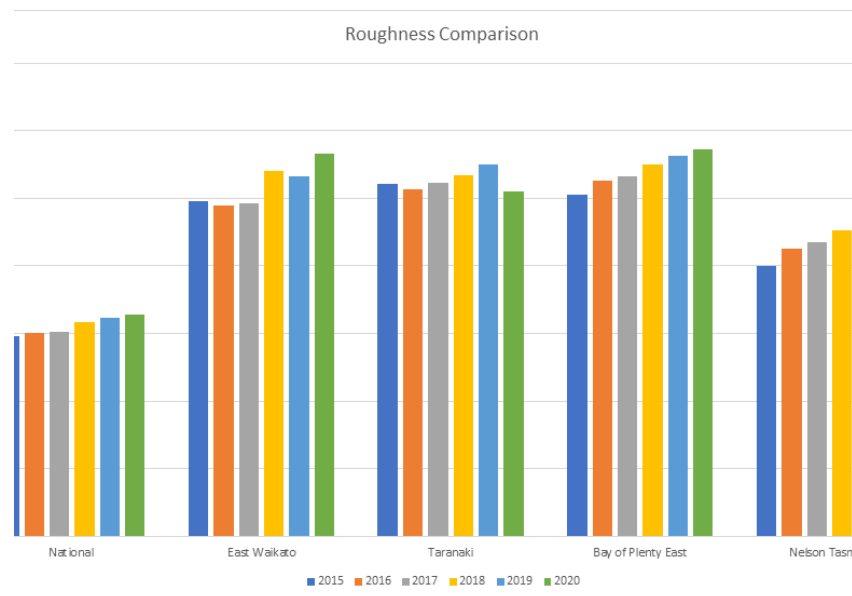
Refer to attached report provided in Appendix C.

## 4.4 Waka Kotahi NZ Transport Agency

### Maintenance, Operations and Renewals

During the 2019/20 year, a total of \$19.5M was spent on maintenance in the Taranaki State Highway Network. Over 78 lane kilometres of renewals (chipseal, Asphalt etc) was delivered at an approximate cost of \$6.7M. The result of the total maintenance spend saw an improvement in the

overall roughness (ride quality) of the network. The roughness levels in 2020 were below the 2015 levels meaning the road was smoother now compared with 2015.



	Length (lane km)	Expenditure (\$M)
Thin Asphaltic Concrete	3.35	\$1.5M
Structural Asphaltic Concrete	1.19	\$1.4M
Area wide pavement treatment	4.68	\$2.0M
Chipseal	54.8	\$1.3M
Skid seal (SCRIM)	14.2	\$0.5M
<b>Total</b>	<b>78.22</b>	<b>\$6.7M</b>

### Minor (Low Cost/Low Risk) Improvements

Waka Kotahi (WK) has completed a safety improvement work on SH44 Moturoa Shopping Centre. A half roundabout was built at the intersection of SH44, Lawry Street and South Road to provide a safe intersection for local traffic, freight traffic, public transport, cyclist and pedestrian.

WK is undertaking a range of resilience improvements along SH43 under LCLR scheme including two retaining wall sites this financial year. WK is also working on consents for three erosion protection sites on SH43.

WK has developed a plan to deliver projects to promote active modes funded under Walking & Cycling and Safety Improvements as below.

- Stratford Cycling Strategy identifies issues created by SH3 through Stratford township wide and busy SH with wide centre strip and few crossing opportunities. WK is undertaking pedestrian crossing improvements along SH3 in Stratford. It is currently at design stage close to be finalised. We are looking to construct two new pedestrian crossing and improving one or two existing crossings by the end of the financial year. This project is managed by SDC.
- NPDC has brought two missing cycling links into our attention. Funding has been secured for both sites and design work is being undertaken. This project is also looking at improving pedestrian crossing facility at Vickers Rd. We look forward to constructing both cycling/shared pathway next financial year. This project is managed by NPDC.
- SH44 Pedestrian Crossings Improvements at Calvert Rd, Bonithon Ave and near Mitre 10. They will be completed this financial year.
- Safety Improvement in Urenui to improve pedestrian experience. The Urenui residents raised concerns about the safety at the

pedestrian crossings at Urenui. One of the safety factors is speed. A SID sign was installed to encourage speed reduction when entering the town. WK is also working on improving pedestrian ramp for better pedestrian crossing experience across SH3.

### Projects

Waka Kotahi were unable to provide project updates specific to this report's reporting period (i.e. 1 July 2019 to 30 June 2020). Many of the updates provided below relate to the following financial year.

#### SH43 The Forgotten World Highway

- \$9.6m from the Provincial Growth Fund for sealing the 12km section of unsealed road through Tangarakau Gorge.
- \$13.45m from the regional package of the NZ Upgrade Programme for the remainder of the improvements set out in the business case plus two culvert replacements.
- Pohokura Culvert Bridge - Work will begin in August to reinstate the road to two lanes at Pohokura by building a bridge over a damaged culvert, and will be completed early 2021.
- Sealing the Tangarakau Gorge - Construction has been delayed as a result of additional requests relating to the consent application. Construction of first 2km due to start in early 2021. Design of the remaining 10km is underway.

#### Emergency Works

- SH43 Tunnel Hill: Design is underway for the permanent solution. Retaining wall to reinstate road and additional rock rip rap to retain upslope.

- SH43 Hospital Hill: Retaining wall – Substantial works to be completed by 30 November. Tidy up to be completed by Christmas 2020.
- SH43 Pohokura Culvert – Structure partially completed, and Bailey bridge removed. Full completion by Christmas.
- SH43 West Otunui – Consent granted. Realignment with programmed completion date March 2021.
- SH43 Tahora Saddle – Design being finalised. Construction target for completion in April 2021.

### **SH3 Mt Messenger Bypass**

Awaiting a determination from the High Court and final decisions on consents from the Environment Court.

Final decisions expected from the Environment and High Courts.

Expected construction starts but is dependent on gaining consents and landowner matters.

### **SH3 Tongaporutu Intersection Improvements**

Construction contract awarded, construction to commence June 2021.

### **SH3 Rapanui Passing Lane**

Construction contract awarded, construction to commence early December 2020.

### **SH3 North – Awakino Gorge to Mt Messenger safety and resilience improvements**

Aiming to complete the Ladies Mile passing lane in December 2020.

Resilience improvements at Bexley Quarry South and Maikaikatea Station have been completed

### **SH3 Waitara to Bell Block**

Pavement repairs are being undertaken prior to Christmas, so safety improvements including wide centrelines can be completed in early 2021.

Construction of De Havilland Dr and Princess St roundabouts scheduled to get underway late 2021, subject to designations and obtaining full implementation funding.

Current Project focus: Iwi partnering, reviewing stormwater options, commencing geotechnical investigations.

### **SH3 New Plymouth to Hāwera**

\$1,970,000 was recently committed for design of proposed safety improvements from New Plymouth to Egmont Village including a rural roundabout at the Mangorei Road/SH3 intersection, an 8.65 km section of median barrier and intersection speed zones at Junction Street

Further funding is needed to complete the construction of the proposed safety improvements.

Speed management will also be considered as part of the safety improvements.

Investigations are scheduled to start during 2021 on additional sections of the New Plymouth to Hāwera corridor, including:

- SH3 Inglewood to Old Mountain Road



## 4.5 Taranaki Regional Council – Regional Transport Planning

The Taranaki Regional Council (TRC) continued to be active during the year on a wide range of land transport planning and associated advocacy, liaison and collaborative activities to advance the land transport needs of the region. Key activities undertaken during 2019/20 included:

- The TRC oversaw implementation of the revised RLTP (*Regional Land Transport Plan for Taranaki 2015/16–2020/21: Mid-term Review 2018/19–2020/21*) which was adopted in June 2018.
- Three minor variation requests to the Plan were received and processed by Council during the year (refer to Section 2).
- The TRC continued its strong advocacy on many fronts with respect to its land transport activities — particularly with regard to securing central government investment in regionally important state highway improvements as follows:
  - Work continued on progressing the SH3 Awakino Gorge to Mt Messenger Programme. Through the Regional Transport Committee and as a participant in the State Highway 3 Working Party, there was a continued engagement with the NZ Transport Agency on the three projects within this Programme:
    1. Mt Messenger Bypass project
    2. Awakino Tunnel Bypass project
    3. Corridor-wide safety and resilience improvements
  - Specific advocacy work also continued to secure improvements to the Forgotten World Highway (SH43), including sealing of the

remaining 12 kilometre section of unsealed state highway, which received Provincial Growth Fund support.

- Formal submissions in 2019/20 were made on the:
  - Ministry of Transport's *2020–2030 Road Safety Strategy: Road to Zero* (August 2019)
  - NZ Transport Agency's *Waitara to Bell Block speed review* (December 2019)
  - Ministry of Transport's *Land Transport (NZTA) Legislation Amendment Bill* (February 2020)
  - Ministry of Transport's *Government Policy Statement on Land Transport 2012* (May 2020)
- Support of the inter-regional cross-sector State Highway 3 Working Party continued. Just one Working Party meeting was held during the year, in September 2019, due to the impacts of COVID-19.
- The Council's *Regional Public Transport Plan (RPTP) for Taranaki 2014–2024* remained operative throughout the year. The RPTP describes the public transport services the Council proposes to provide in the region, and sets out a programme of action and associated policies. A review of the Plan was progressed during the year. 2019/20 saw the continuation of all the region's public transport services, as outlined below.

## 4.6 Taranaki Regional Council – Public Transport

The COVID-19 pandemic had a significant impact on most of the region's public transport services. Under the four Alert Levels varying levels of bus services were provided. Under Alert Level 4 for example, services were significantly reduced as the focus was on transporting essential workers and other passengers to essential services. Total Mobility

services delivered by small passenger services e.g. taxis were less affected by COVID-19, due to the Government providing additional funding by covering the client's share of the trip cost, in contrast to Ironside Vehicle Society Inc that was far more impacted.

### Citylink

The Citylink (New Plymouth, Waitara, Bell Block and Oakura) bus network recorded patronage of 510,212, a decrease of 17.5% (equivalent to 108,195 trips) in 2018/19.

### Connector

The Connector (Hawera to New Plymouth) bus service recorded patronage of 25,072, a decrease of 13.4% (equivalent to 3,891 trips).

### Southlink

Two of the three Southlink services recorded a drop in patronage compared to 2018/2019. The Opunake to New Plymouth service recorded an increase in patronage due to an operational change during the year to include picking up New Plymouth secondary school boarders returning home for weekends. This offset the negative impact of COVID-19. The results are shown in the table below.

#### Southlink services patronage 2019/20

Bus service	Patronage	% change from 2018/2019
Waverley-Patea-Hawera	1,028	-18%
Opunake-Hawera	291	-33%
Opunake-New Plymouth	992	22%

### Total Mobility

Total Mobility services continued to be provided throughout the region. Client numbers were 1,701 at year end, up 3.5% from 1,644 in 2018/19. Total trips numbered, 50,522 up 3% from 49,009 trips in 2018/19.

Ironside Vehicle Society continued to receive funding assistance for the provision of a passenger transport service for the transport disadvantaged. Trip numbers were 4,714 trips down 30% on the 6,753 trips recorded in 2018/19.

## 5 Expenditure

This section of the Monitoring Report focuses on **expenditure** to implement the works in the Programme of Activities outlined in Section 5 of the Plan.

A table is provided in Appendix B showing the breakdown of expenditure in the region by Activity Class and Organisation for 2019/20. It sets out the anticipated expenditure for the second three years of the Plan as requested in the revised RLTP, and the total expenditure that was actually approved as identified in the *NLTP 2018-21* (and subsequent variations). It notes what was spent during the first and second years of the Plan, and the resulting proportion of approved expenditure spent.

The figures were provided by staff of Waka Kotahi with reference to TIO. When viewing this data, reference should also be made to summaries provided by each organisation in Section 4.

The financial overview information provided in Appendix B demonstrates that overall, most of the Approved Organisations have spent about two thirds (approximately 66%) of their approved 3-year allocation. This provides a very broad indication that they are largely on track to

complete their intended programme of activities over the three year NLTP. The clear exception to this is Waka Kotahi, who have only spent 47% of their approved allocation. Given that the state highway programme accounts for a large proportion of the total expenditure in the region, this has significantly lowered the regional percentage of approved allocation spent.

It should be noted that whereas most maintenance and other 'business as usual' activities like public transport are relatively constant throughout the period of the Plan, large improvement activities such as those on SH3 at Mt Messenger or from Waitara to Bell Block are not.

The following provides an explanation of those Activity Classes which, in terms of proportion of spending of approved expenditure, are significantly less than or greater than the general 'two-thirds' proportion of spending:

- **Walking and Cycling Improvements** — Only 25% of the approved expenditure was spent in this Activity Class by the end of June 2020, comprising of NPDC (33%) and NZTA (21%). For NPDC, a key project was deferred for improved design. For NZTA the reasons for this are unclear, though it may be that dates were not properly aligned within TIO, as Waka Kotahi advise "completion of New Plymouth City Cycling & Walking Improvements activity in 2018/19. This was a 8-year programme of work commencing in 2011/12 totalling \$2.265M"
- **Public Transport** — The amount spent (78%) was higher than anticipated due to the drop in bus fare revenue resulting from the Alert Level restrictions put in place to combat the COVID-19 pandemic.
- **State Highway Improvements** — The lower than anticipated spend in this area (48%) is primarily due to delays with consenting the SH3 Mt Messenger Bypass. Forecast expenditure has been delayed until final decisions of consents before the Environment Court.

- **Regional Improvements** — With only 9% of approved expenditure for the 3-year period having been spent by the end of the second year of the programme, this is clearly a significant area of underspend. Most of the funding for the SH3 Waitara to Bell Block project is from this Activity Class, with the majority of the physical works not yet having started. It is important to note that activities are funded through this Activity Class only if assigned to it by the NZ Transport Agency during the moderation processes of the NLTP. It is therefore not possible to show anticipated, approved or proportional spend in a meaningful way, as this can be an area of great change throughout the year. However, the length of time it has taken to progress this crucial project to construction has been a source of much frustration for the Taranaki community.

## 6 Summary

This Annual Monitoring Report provides an update on the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* for the **2019/20** financial year, which covers the period from 1 July 2019 to 30 June 2020. This being the second year of the Plan as revised by the mid-term review (during 2017/18) for the 2018/19-2020/21 period, though the fifth year of the Plan overall.

Note that for ease and consistency with the three-yearly planning and funding cycles of councils' Long Term Plans and the NZTA's National Land Transport Programme, the Programme component of the Plan shows just the final three-years of the six-year Plan.

Overall, most of the Approved Organisations in Taranaki made fairly good progress towards achieving their planned activities during the second year of the new programme. Less progress than hoped for

occurred on a range of state highway improvement projects for a variety of reasons, not all of which were clear. However, the SH44 Moturoa safety improvements were largely completed during the year, with a half-roundabout central to the changes.

The most significant event during the year was the COVID-19 pandemic which had wide-ranging impacts on all aspects of the land transport system, from changing travel-work patterns, to stopping all works but those most essential for safety. Sites and projects were largely locked down and stopped operating throughout Alert Level 4 (26 March to 27 April 2020), and some throughout Level 3 also. Other than delays to the completion of projects and road maintenance (some of which had to be deferred to the following summer construction season), the financial impacts of the pandemic will continue to be far-reaching.

While there were no major storm events for the year, various minor events did occur which required attention, along with completing some reinstatement works on SH43 from the particularly damaging June 2015 storm event.

Progress continued on the important works to improve SH3 north, primarily through the 3-pronged SH3 Awakino Gorge to Mt Messenger programme:

- Corridor-wide safety and resilience improvements – with the smaller items completed in 2018/19, larger improvements within this project started to progress during the 2019/20 year. This included construction on a passing lane at Ladies Mile; along with pre-

implementation work for Tongaporutu Intersection Improvements and the Rapanui Passing Lane.

- Mt Messenger Bypass – construction, which was originally hoped to begin in late 2018, continued to be delayed throughout the year due to ongoing resource consent appeals.
- Awakino Tunnel Bypass – construction started in October 2019 and is expected to be complete by the middle of 2021. No work was undertaken during 26 March 2020 to 27 April

The SH3 Waitara to Bell Block project has been the RLTP's highest ranked priority since April 2015, due to the significant safety issues on this important corridor. The project (which has been variously combined or separated out into a suite of improvements over the years) continued to cause frustration due to a perceived lack of progress with implementing solutions, with only very minor physical improvement works undertaken during 2019/20.

The positive development to make footpath maintenance and renewals eligible for co-funding (previously not eligible for any FAR support), saw some districts increase their work in this area which will have positive benefits for accessibility and active modes within the region.

Three formal variations to the Plan were processed during the year.

## Appendix A — Outline of progress on regionally significant activities

Project	Org.	Phase(s), funding sources & expected timeframes	Regional Priority	Link to policies <sup>2</sup>	Outline of progress during 2019/20 financial year. <sup>3</sup>
<b>Waitara to Bell Block Route Improvements: SH3/3A to Waitara</b> Investigate and implement the preferred safety improvements as identified in the Programme BC for this section of SH3	NZTA	<ul style="list-style-type: none"> <li>Pre-implementation &amp; Implementation</li> <li>N Funds</li> </ul>	1	S1-S3 A1-A3	SH3 W2BB project is at the detailed design stage. This is a collaboration between Waka Kotahi and the New Plymouth District Council, with design inputs also being sought from iwi.
<b>Waitara to Bell Block Route Improvements: Bell Block to SH3/3A</b> Investigate and implement the preferred safety improvements as identified in the Programme BC for this section of SH3	NZTA	<ul style="list-style-type: none"> <li>State Highway Improvements AC</li> </ul>	1	S1-S3 A1-A3	We are progressing designs for Airport Drive, Princess Street, SH3A and Waitara.
<b>SH3 Waitara to Bell Block Safer Corridor</b> This project seeks to reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	<ul style="list-style-type: none"> <li>Detailed BC, Pre-implementation &amp; Implementation</li> <li>N Funds</li> <li>State Highway Improvements AC</li> </ul>	1	S1-S3 A1-A3	An early safety improvements package has been designed and safety audited for construction. Physical works will get underway by the end of the year. Work includes creating a wide centreline between Bayley street and Richmond Road to reduce the risk of head on crashes, and the removal of the westbound passing lane. A wide centreline will be created in place of the passing lane.
<b>Corbett Road/SH3 I/S Improvements</b> To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	<ul style="list-style-type: none"> <li>State Highway Improvements AC</li> </ul>	1	S1-S3 A1-A3	Road surface repairs will also be carried out and new line marking, and rumble strips installed.
<b>SH3/Princess Street Intersection Improvements</b> To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA		1	S1-S3 A1-A3	
<b>Mangati Road/SH3 Intersection Improvements</b> To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA		1	S1-S3 A1-A3	
<b>Airport Drive Improvements</b> Realign Airport Drive and establish a new improved intersection with SH3. Thereby addressing a significant safety issue, unlocking residential growth opportunities in a high growth district and providing a better connection to the airport for tourism and economic growth.	NPDC	<ul style="list-style-type: none"> <li>Detailed BC &amp; Construction</li> <li>N &amp; L Funds</li> <li>Local Road Improvements AC</li> </ul>	1	G1-G3 S1-S3 R2	This project is tied up with the NZTA SH3 Waitara to Waitara safety Improvements and the realignment of Airport Drive to De Havilland Drive. The design phase is in progress, with physical works expected to occur in 2021/22.
<b>SH3/3A Hawera to New Plymouth Corridor Improvements</b> This corridor was identified as priority for investment and identified as a priority corridor for the Safe Roads team.	NZTA	<ul style="list-style-type: none"> <li>Pre-implementation, Implementation &amp; Property</li> <li>N Funds</li> <li>State Highway Improvements AC</li> </ul>	2	S1-S3 A1-A3	This project effectively disappeared from view during the period of this report, with no explanation from NZTA.
<b>Keeping New Plymouth Moving and Growing</b> Further exploring identified problems, including modelling NP's transportation network to understand the issues faced today and those that will be exacerbated with growth.	NPDC	<ul style="list-style-type: none"> <li>Programme BC</li> <li>N &amp; L Funds</li> <li>Investment Management AC</li> </ul>	3	I1-I2 S1-S2 A1-A3 R1-R2 F1-F2	The Network Operating Plan for NP has been completed and its output report provided a list of improvement projects to be considered for NPDC local roads, NZTA state highways and TRC public transport. Council have recommenced the production of an Integrated Transportation Strategic Plan for NP and it's expected to take 18 months to complete.
<b>LED Streetlight Conversion</b> To convert the existing SOX/SON streetlight stock to LED streetlights, thereby reducing maintenance and renewal costs, including power charges.	NPDC	<ul style="list-style-type: none"> <li>Construction</li> <li>N &amp; L Funds</li> <li>Local Road Improvements AC</li> </ul>	4	E1 S3 A1	The street lighting conversion to LED is practically completed, and achieved 54% savings in electricity usage.
<b>SH3 Urenui to Uruti Safety Management</b> This project seeks to reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	<ul style="list-style-type: none"> <li>Detailed BC, Pre-implementation &amp; Implementation</li> <li>N Funds</li> <li>State Highway Improvements AC</li> </ul>	5	S1-S3 A1-A3	SH3 Te Mahoe Rd - Ngapapa St Safe Networks Programme (SNP) project which is underway currently. This Safe Corridors and Speed Management in this tools.
<b>SH3 Inglewood to Hawera Safer Corridor</b> This project seeks to reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	<ul style="list-style-type: none"> <li>Detailed BC, Pre-implementation &amp; Implementation</li> <li>N Funds</li> <li>State Highway Improvements AC</li> </ul>	5	S1-S3 A1-A3	Safe Roads reviewed the whole length of SH3 from Hawera to New Plymouth and identified some treatments on this route. The management of this review has now moved to the Safe Networks Programme (SNP) as part of the Road to Zero (R2Z) strategy.  SNP has further reviewed the route and aligned it with the guidance in the R2Z strategy. The Egmont Village to New Plymouth was put into 2021-2024 NLTP as a priority as it deals with the highest risk section of SH3 on the route and includes the Mangorei Road intersection, which has increased in risk over the last few years. The remaining section have been scheduled for future NLTPs at this stage and includes centreline barrier and roundabout treatments in support. More detail on both the timing and individual projects are not available at this stage.
<b>Committed projects substantially continued over from the previous 3 year period</b>					
<b>SH3 Awakino Gorge to Mt Messenger Corridor</b> To provide improved safety, freight efficiency and resilience on SH3 between Mt Messenger and Awakino Gorge. The project is Crown appropriated under the ARRP.	NZTA	<ul style="list-style-type: none"> <li>C Funds &amp; N Funds</li> <li>Implementation</li> </ul>	NA	S1, S3, S4, F1, G1-G3 R1-R2	Aiming to complete the Ladies Mile passing lane in December 2020. Construction contract for the Rapanui passing lane and Tongaporutu Intersection improvements awarded in November.
<b>SH3 Mt Messenger Bypass</b> Bypass of the existing winding road alignment at Mt Messenger on State Highway 3 between Hamilton and New part-funded by the Crown as part of the Governments Accelerated Regional Roading Programme, and part-funded by the NLTP.	NZTA	<ul style="list-style-type: none"> <li>Pre-Implementation &amp; Implementation</li> <li>C Funds</li> <li>State Highway Improvements AC</li> </ul>	NA	S1, S3, S4, F1, G1-G3 R1-R2	Awaiting a determination from the High Court and final decisions on consents from the Environment Court. Expected construction start is December 2021 but is dependent on gaining consents and landowner matters.
<b>Nukumarū Station Road Extension</b> A new 6km road extension from Nukumarū Station Road to Waiinu Beach Road, Waitotara, to provide resilient alternative access following severe flood damage to the Limeworks Bridge. Includes upgrading of rail level crossing.	STDC	<ul style="list-style-type: none"> <li>L Funds &amp; N Funds</li> <li>Local Road Improvements AC</li> </ul>	NA	S1-S4	Construction work is expected to be carried out in 2020/21 financial year. STDC has managed to secure \$7m from the government as a ready shovel project. The delay is due to property owner appealing the purchase of property for the road construction.
<b>Regional Consortium Interim Ticketing Solution</b> Regional consortium of nine councils procuring new integrated bus ticketing system.	TRC	<ul style="list-style-type: none"> <li>Public Transport</li> <li>L Funds &amp; N Funds</li> <li>Public Transport AC</li> </ul>	NA	A1, E1	A revised deployment schedule has been developed. On-bus ticketing machines installation has been completed in Invercargill, Otago and is progressing in Waikato. The Bee Card website is now live for Invercargill City Council (ICC) and Waikato Regional Council (WRC). ICC and WRC are

<sup>2</sup> Refer to Table 1 for an explanation of the abbreviations used in this column for regional policies

<sup>3</sup> Waka Kotahi were unable to provide project updates specific to this report's reporting period (i.e. 1 July 2019 to 30 June 2020). Many of the updates provided therefore actually relate to the following financial year.

Project	Org.	Phase(s), funding sources & expected timeframes	Regional Priority	Link to policies <sup>2</sup>	Outline of progress during 2019/20 financial year. <sup>3</sup>
					scheduled to go live in mid and late June respectively. Taranaki is schedule to go live in mid-September 2020.
<b>Surfacing SH43</b> A streamlined Business Case to determine the feasibility for investing in the sealing of the remaining 12km of unsealed state highway through the Tangarakau Gorge.	NZTA	<ul style="list-style-type: none"> <li>▪ Single-Stage Business Case</li> <li>▪ N Funds</li> </ul>	NA	G1, G3	Construction has been delayed as a result of additional requests relating to the consent application. Construction of first 2km due to start in early 2021. Design of the remaining 10km is underway.
<b>Projects included in the RLTP as a result of a formal Plan Variation</b>					
<b>Rail-crossing gates, Weymouth Rd, NP</b> NPDC and KiwiRail to install automatic gates at the crossing following a safety review.	NPDC	<ul style="list-style-type: none"> <li>▪ N Funds</li> <li>▪ Implementation</li> </ul>	NA	S3, S4, G2, A3	Completed in November 2018.
<b>Taranaki State Highway LED lighting</b> Stock of ageing streetlights to be converted to LED on the state highway network.	NZTA	<ul style="list-style-type: none"> <li>▪ N Funds</li> <li>▪ Implementation</li> </ul>	NA	E1, F1	Waka Kotahi is currently updating RAMM Data base for lighting assets. Once complete Waka Kotahi will better understand the scale of the project.
<b>Coastal pathway extension to Waitara</b> To enable the coastal pathway active mode network to be extended and link Waitara through to New Plymouth, safely away from SH3.	NPDC	<ul style="list-style-type: none"> <li>▪ 2018-2020</li> <li>▪ L Funds &amp; N Funds</li> </ul>	NA	E1, F1	The pre-implementation single-stage business case phase is in progress and should be completed this 2020/21 financial year, including defining the route of the pathway. The physical works are currently programme to commence in the 2021/24 RLTP period.
<b>Implementing the Speed Management Guide on Taranaki State Highways</b> Design and undertake improvements to high-risk areas identified in the Taranaki State Highway Speed Management Guide.	NZTA	<ul style="list-style-type: none"> <li>▪ N Funds</li> </ul>	NA	S1-S3	Currently in internal review stage for SH45 and SH3 New Plymouth to Egmont Village.
<b>Ahititi Stock Effluent Facility upgrade</b> Design and build a new receiving facility for in-transit stock truck effluent at the current Ahititi site on SH3, and decommission the existing pond system.	NZTA/ NPDC	<ul style="list-style-type: none"> <li>▪ N Funds &amp; L Funds</li> </ul>	NA	G1, G3, S1	Waka Kotahi have taken on the design and construction work for this site. Funding has been approved and we are working through the requirements for the decommissioning of the ponds, as well as determining the most appropriate location for the tank. Work is due to start in Feb 2021.
<b>Brecon Road Extension</b> The extension will connect Brecon Rd North and Brecon Rd South with a new link road and two bridges, one over the Patea River and another over the Paetahi Stream.	SDC	<ul style="list-style-type: none"> <li>▪ C Funds &amp; L Funds</li> </ul>	NA	I2, S1-S3, A1, R1	SDC was un-successful with a bid to secure funding from the Crown Investment Partners as a "shovel ready" economic stimulus project. The next step is for SDC to work closely with Waka Kotahi to follow the Investment Decision Management Framework process for the development of a Business Case for national funding in a future NLTP. At this stage SDC is considering the 2024-2034 NLTP for this project.

## Appendix B — Total RLTP Expenditure in Taranaki by Activity Class for 2019/20

Activity Class	Total Expenditure	NPDC	SDC	STDC	TRC	NZTA	Total
Investment management	Actual in 2018/19 (Year 1)	\$22,947	\$0	\$0	\$112,161	\$0	\$135,108
	Actual in 2019/20 (Year 2) <sup>1</sup>	\$345,342	\$0	\$0	\$156,209	\$0	\$501,551
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0
	Anticipated 3-year expenditure <sup>2</sup>	\$527,000	\$0	\$0	\$553,121	\$0	\$1,080,121
	NZTA approved 3-year allocation <sup>3</sup>	\$527,000	\$0	\$0	\$553,121	\$0	\$1,080,121
	Actual spent during 3-year Programme	\$368,289	\$0	\$0	\$268,370	\$0	\$636,659
	Percentage of approved allocation spent <sup>4</sup>	70%	0%	0%	49%	0%	59%
Road safety promotion and demand management	Actual in 2018/19 (Year 1)	\$11,057	\$0	\$680,072	\$0	\$0	\$691,129
	Actual in 2019/20 (Year 2) <sup>1</sup>	\$4,625	\$0	\$676,790	\$0	\$0	\$681,415
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0
	Anticipated 3-year expenditure <sup>2</sup>	\$24,707	\$0	\$1,965,000	\$0	\$0	\$1,989,707
	NZTA approved 3-year allocation <sup>3</sup>	\$24,707	\$0	\$1,965,000	\$0	\$0	\$1,989,707
	Actual spent during 3-year Programme	\$15,682	\$0	\$1,356,862	\$0	\$0	\$1,372,544
	Percentage of approved allocation spent <sup>4</sup>	63%	0%	69%	0	0%	69%
Walking and cycling improvements	Actual in 2018/19 (Year 1)	\$98,796	\$0	\$0	\$0	\$271,863	\$370,659
	Actual in 2019/20 (Year 2) <sup>1</sup>	\$114,609	\$0	\$0	\$0	\$0	\$114,609
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0
	Anticipated 3-year expenditure <sup>2</sup>	\$840,000	\$0	\$0	\$0	\$361,700	\$1,201,700
	NZTA approved 3-year allocation <sup>3</sup>	\$644,000	\$0	\$0	\$0	\$1,301,900	\$1,945,900
	Actual spent during 3-year Programme	\$213,405	\$0	\$0	\$0	\$271,863	\$485,268
	Percentage of approved allocation spent <sup>4</sup>	33%	0%	0%	0	21%	25%
Public transport	Actual in 2018/19 (Year 1)	\$0	\$0	\$0	\$2,615,900	\$0	\$2,615,900
	Actual in 2019/20 (Year 2) <sup>1</sup>	\$0	\$0	\$0	\$3,885,010	\$0	\$3,885,010
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0
	Anticipated 3-year expenditure <sup>2</sup>	\$0	\$0	\$0	\$8,295,101	\$0	\$8,295,101
	NZTA approved 3-year allocation <sup>3</sup>	\$0	\$0	\$0	\$8,305,182	\$0	\$8,305,182
	Actual spent during 3-year Programme	\$0	\$0	\$0	\$6,500,910	\$0	\$6,500,910
	Percentage of approved allocation spent <sup>4</sup>	0%	0%	0%	78%	0%	78%
Local road maintenance <sup>5</sup>	Actual in 2018/19 (Year 1)	\$12,394,815	\$6,227,076	\$12,821,421	\$0	\$0	\$31,443,312
	Actual in 2019/20 (Year 2) <sup>1</sup>	\$13,941,392	\$5,518,268	\$10,754,218	\$0	\$0	\$30,213,878
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0
	Anticipated 3-year expenditure <sup>2</sup>	\$41,253,000	\$16,843,160	\$40,791,571	\$0	\$0	\$98,887,731
	NZTA approved 3-year allocation <sup>3</sup>	\$41,253,000	\$16,843,160	\$40,791,571	\$0	\$0	\$98,887,731
	Actual spent during 3-year Programme	\$26,336,207	\$11,745,344	\$23,575,639	\$0	\$0	\$61,657,190
	Percentage of approved allocation spent <sup>4</sup>	64%	70%	58%	0%	0%	62%
Local road improvements <sup>6</sup>	Actual in 2018/19 (Year 1)	\$3,668,014	\$1,213,295	\$1,114,384	\$0	\$0	\$5,995,693
	Actual in 2019/20 (Year 2) <sup>1</sup>	\$3,583,994	\$466,110	\$2,047,403	\$0	\$0	\$6,097,507
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0
	Anticipated 3-year expenditure <sup>2</sup>	\$10,486,387	\$2,745,451	\$7,199,773	\$0	\$0	\$20,431,611
	NZTA approved 3-year allocation <sup>3</sup>	\$11,279,438	\$2,745,451	\$6,623,993	\$0	\$0	\$20,648,882
	Actual spent during 3-year Programme	\$7,252,008	\$1,679,405	\$3,161,787	\$0	\$0	\$12,093,200
	Percentage of approved allocation spent <sup>4</sup>	64%	61%	48%	0%	0%	59%
State highway maintenance	Actual in 2018/19 (Year 1)	\$0	\$0	\$0	\$0	\$19,342,712	\$19,342,712
	Actual in 2019/20 (Year 2) <sup>1</sup>	\$0	\$0	\$0	\$0	\$19,494,956	\$19,494,956
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0
	Anticipated 3-year expenditure <sup>2</sup>	\$0	\$0	\$0	\$0	\$29,544,400	\$29,544,400
	NZTA approved 3-year allocation <sup>3</sup>	\$0	\$0	\$0	\$0	\$59,595,789	\$59,595,789
	Actual spent during 3-year Programme	\$0	\$0	\$0	\$0	\$38,837,668	\$38,837,668
	Percentage of approved allocation spent <sup>4</sup>	0%	0%	0%	0%	65%	65%
State highway improvements	Actual in 2018/19 (Year 1)	\$0	\$0	\$0	\$0	\$20,296,501	\$20,296,501
	Actual in 2019/20 (Year 2) <sup>1</sup>	\$0	\$0	\$0	\$0	\$5,667,443	\$5,667,443
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0
	Anticipated 3-year expenditure <sup>2</sup>	\$0	\$0	\$0	\$0	\$175,142,500	\$175,142,500
	NZTA approved 3-year allocation <sup>3</sup>	\$0	\$0	\$0	\$0	\$54,362,800	\$54,362,800
	Actual spent during 3-year Programme	\$0	\$0	\$0	\$0	\$25,963,944	\$25,963,944
	Percentage of approved allocation spent <sup>4</sup>	0%	0%	0%	0%	48%	48%
Regional improvements	Actual in 2018/19 (Year 1)	\$0	\$0	\$0	\$0	\$822,200	\$822,200
	Actual in 2019/20 (Year 2) <sup>1</sup>	\$0	\$0	\$0	\$0	\$1,621,087	\$1,621,087
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0
	Anticipated 3-year expenditure <sup>2</sup>	\$0	\$0	\$0	\$0	\$225,300	\$225,300
	NZTA approved 3-year allocation <sup>3</sup>	\$0	\$0	\$0	\$0	\$28,113,919	\$28,113,919
	Actual spent during 3-year Programme	\$0	\$0	\$0	\$0	\$2,443,287	\$2,443,287
	Percentage of approved allocation spent <sup>4</sup>	0%	0%	0%	0%	9%	9%
<b>Totals</b> <i>(excluding Emergency Works which are unplanned and provided separately below)</i>	<b>Actual in 2018/19 (Year 1)</b>	\$16,195,629	\$7,440,371	\$14,615,877	\$2,728,061	\$40,733,276	\$81,713,214
	<b>Actual in 2019/20 (Year 2) <sup>1</sup></b>	\$17,989,962	\$5,984,378	\$13,478,411	\$4,041,219	\$26,783,486	\$68,277,456
	<b>Actual in 2020/21 (Year 3)</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Anticipated 3-year expenditure <sup>2</sup></b>	\$53,131,094	\$19,588,611	\$49,956,344	\$8,848,222	\$205,273,900	\$336,798,171
	<b>NZTA approved 3-year allocation <sup>3</sup></b>	\$53,728,145	\$19,588,611	\$49,380,564	\$8,858,303	\$143,374,408	\$274,930,031
	<b>Actual spent during 3-year Programme</b>	\$34,185,591	\$13,424,749	\$28,094,288	\$6,769,280	\$67,516,762	\$149,990,670
	<b>Percentage of approved allocation spent <sup>4</sup></b>	64%	69%	57%	76%	77%	55%
<b>Emergency Works</b>	Actual in 2018/19 (Year 1)	\$394,638	\$525,810	\$0	\$0	\$2,761,027	\$3,681,475
	Actual in 2019/20 (Year 2) <sup>1</sup>	\$656,766	\$0	\$0	\$0	\$1,343,813	\$2,000,579
	Actual in 2020/21 (Year 3)	\$0	\$0	\$0	\$0	\$0	\$0

<sup>1</sup> Meaning: This is the actual expenditure in this activity class between 1 July 2019 and 30 June 2020, being the fifth year of the Plan and the second year of this Programme (including both NLTF Share and Local Share).

<sup>2</sup> Meaning: Total Anticipated Expenditure for 2018-21 as requested via the *Regional Land Transport Plan for Taranaki: Mid-term Review* in June 2018 (not including subsequent variation requests).

<sup>3</sup> Meaning: Total Approved Expenditure 2018-21 as given in the *National Land Transport Programme 2018-21* in August 2018 and incorporating subsequent variation requests approved by NZTA up to 30 June 2020 (includes those activities listed in the NLTP as either 'committed', 'approved' or 'probable'). It also includes approved 'external funding'.

<sup>4</sup> Meaning: This is the proportion of the approved three year expenditure that was spent by the end of Year 2 of this NLTP (Year 5 of the RLTP).

<sup>5</sup> Meaning: These figures include those for the Special Purpose Roads (SPR) that are maintained by the New Plymouth and Stratford district councils.

<sup>6</sup> Meaning: These figures include those for LED Streetlight improvements, minor improvements and level crossing upgrades.

## Appendix C — Community Road Safety Programme report for 2019/20 (High then Medium Activities)

High												
Ref	Safer Journeys Area	Activity / programme name	Evidence of problem / opportunity	Programme / resource costs	Total cost	Local share	NZTA share	Target audience	Planned intervention	Expected outcomes	Measures of success	End of Year Reporting
1	Alcohol and drugs	Recidivist drink driving programme	Drink driving continues to be problematic across NZ. The number of people caught drink driving has been steadily decreasing thanks to a lower alcohol limit & society not accepting drink driving is ok. However, nationwide, there was a fall of just 5 per cent over five years in the number of convictions for the third or more offence. (NZ Herald March 2016)	46,825	46,825	22,944	23,881	Drivers who have been caught driving while under the influence of alcohol and/or drugs for the third or subsequent time, or for those drivers who have been caught with a very high alcohol reading.	Course targeting repeat offenders (changing behaviours and identifying trigger points) Based on referrals from Police, Corrections, Courts, Family, A&D Councillors. Run 1 on 1 for those deemed not suitable for group sessions.	<b>Objective:</b> Reduce the number of recidivist drink drivers in Taranaki. Recidivist drivers attend the course wanting to change their behaviour <b>Success:</b> Participants provided with tools to help them reduce likelihood of offending. Participants use tools/education they learnt on course to not reoffend <b>Achievement:</b> Reduction in the number of recidivist drink drivers in Taranaki <b>Limitations:</b> Recidivist drink drivers need to want to change and attend the course <b>Integration:</b> Many recidivist drink drivers have other mental or health problems as an underlying cause to their behaviour so follow up and referrals to appropriate agencies may see a significant change in behaviour.	Reduction in the number of recidivist drink drivers in Taranaki	Programme 1 – day 1 & 2 completed, 7 attendees, 12 interviewed. Programme 2 had 3 people attend first two days but only 1 completed final two days. Programme 3 postponed - possible April/May delivery. Not undertaken due to COVID-19. Believe low numbers not helped because provider over 2017-19 didn't deliver any programmes so need to build trust back up with locals. Coordinator has emailed Justice, Corrections & Police to initiate discussion & start planning around physical distancing programmes, venues & numbers. Police to discuss with Iwi about Marae based programmes to provide further support.
2	Alcohol and drugs	Community or school presentations	Of the 4,500 Taranaki students who completed a road safety survey in 2017, 2,122 answered a question about driving after consuming alcohol and/or drugs. From these replies 275 (13%) confirmed they had done this a few times while 24 (1%) said they often did. Drink/drug driving continues to be a high priority area nationally with around 30% of fatal crashes involving alcohol and or drugs.	16,950	16,950	8,306	8,645	High School, WITT or alternative education students while attending appropriate classes	Guest presenters, 4 Carmen presentations (either class groups or as part of H & S in the workplace), Activity/presentation that targets alcohol or drug education.	<b>Objective:</b> Get buy in from schools, workplaces and community groups so presenters deliver key alcohol/drug driving messaging to the appropriate audience. Reduce community tolerance of drink driving <b>Success:</b> People use sober designated drivers to get home when alcohol has been available <b>Achievement:</b> Reduce the number of drug or alcohol impaired drivers <b>Limitations:</b> Scheduling presenters when time available <b>Integration:</b> Encouraging schools & workplaces to continue education around sober safe driving habits and linking in with social services/injury prevention organisations to follow up with resources	The number of drivers caught drink/drug driving in Taranaki continues to reduce. Taranaki Police report an increase in the number of calls about suspected drink drivers from the public	4 Carmen delivered to NPDC x 6 presentations of between 15 and 20 people per session. Fulton Hogan (45 staff) delivery 13 Jan 2020. Evaluation attached.
3	Alcohol and drugs	SADD	In the 2017 RST Survey a number of questions were asked to find out about attitudes and behaviour of 13-18 years old while using the road network. 27% of the 4,500 respondents hold a driver license, 47% have driven on the road (911 admitted to driving on road without a license), only 81% confirmed they wear their seatbelt ALL the time, over 45% of drivers on their full license & 31% of restricted drivers admitted to (at least once) drinking alcohol before driving.	12,430	12,430	6,091	6,339	SADD students within Taranaki high schools	Support Taranaki SADD students to conference, support SADD activities in schools, utilise SADD students at RST events where road safety messages are being promoted (particularly those that fit the 6 principles that SADD follows).	<b>Objective:</b> Increase awareness of the dangers of drink/drug driving amongst young people <b>Success:</b> Reduce community tolerance of drink driving <b>Achievement:</b> Reduce the number of recidivist drink drivers & people use sober designated drivers to get home when alcohol has been available <b>Limitations:</b> SADD students are still only high school age and may not have the skills to change behaviour or deal with negative feedback <b>Integration:</b> Encourage school leadership to support the SADD students and utilise SADD students at Roadsafe or Police events so they are seen as part of the road safety community.	Increased number of Taranaki schools support SADD students promoting road safety messages and running events within school environment. At least 25 students from Taranaki attend annual workshop/conference to learn how to promote road safety messages to their peers.	Hawera, Coastal Taranaki, Frances Douglas, NP Boys High, NP Girls High, Sacred Heart, Inglewood and Stratford High Schools all have SADD groups within school. Patea Area, Waitara & Taranaki Diocesan have keen students to undertake events but either lack teacher support or have low student numbers for a SADD group. One Taranaki (Brethren) and Spotswood College (struggle to get teacher wanting to support) are the only two schools not currently engaged with SADD staff. Schools that ran events during Sept – Hawera HS, NP Girls HS, NP Boys HS, Inglewood HS, Coastal Taranaki had good engagement with other students SADD Regional Coordinator now based in Wellington (Jay Boyd) so may be less person to person interaction and more online, particularly around social media. Planned meeting with Taranaki students cancelled due to COVID-19 so unsure what support will be needed this financial year, conference in Wtgn 18,19,20 April cancelled due to COVID-19.
4	Younger drivers	Driver licensing	Statistics from the RST 2017 survey shows 27% of the 4,500 students hold a current driver license however 47% of students have driven on the road. Anecdotal evidence shows driving unlicensed is a generational issue in small lower socio economic communities with social service providers confirming fear, cost and lack of confidence creates barriers to these people gaining their license. Employment opportunities are significantly reduced in rural regions like Taranaki if a prospective employee does not hold a relevant driver license. 85% of respondents said they would undertake a driver license course if it was available during school time.	18,580	18,580	9,104	9,476	Unlicensed drivers in rural NZ or who have been identified as needing support to gain their license	Service providers deliver driver licensing course for identified unlicensed people. Linked via partnership agreement between RST and provider	<b>Objective:</b> A reduction of unlicensed drivers in Taranaki <b>Success:</b> Young people gain their driver license and are able to use their new skills to have a chance at employment <b>Achievement:</b> Deliver a course that is relevant, easy to access, local and engages young people <b>Limitations:</b> Generations within families unlicensed driving, lack of financial means to have a reliable legal vehicle with current WOF and registration <b>Integration:</b> Utilising local providers allows them to target budgeting, encourage people to be a good citizen and able to link participants with appropriate health services as needed.	Reduction in the number of unlicensed drivers caught driving on Taranaki roads.	Te Ara Tika had 44 young drivers registered, all passed Leamer, 8 passed Restricted. Programme on hold due to COVID-19, 5 waiting to sit their restricted when allowed. Marfell lost funding for coordinator so programme on hold while they apply for further funding - had 6 young people sitting their Leamer before stopping. NgaRuahine just moving steadily along - have had over 25 people come through to get support sitting Leamer license - generations working together to gain licenses. Te Puna Trust has approx 10 families (young parents with no license or just leamer) and helping them at least get to restricted level. Hard work to get commitment from young mums in particular due to lack of confidence, no support at home and no one to look after children. Means programme delivery is taking longer than expected. Waitara had 22 students pass their Leamer license via Taranaki Futures - though Futures programme has no funding left. Taranaki Young People Trust – steady uptake - continue to support young drivers with reading & writing issues gain Leamer licenses - have driving instructor in house that provides free lessons once Leamer license gained.



High												
Ref	Safer Journeys Area	Activity / programme name	Evidence of problem / opportunity	Programme / resource costs	Total cost	Local share	NZTA share	Target audience	Planned intervention	Expected outcomes	Measures of success	End of Year Reporting
5	Younger drivers	Advanced driver training weekend	In 2016 young drivers aged 15–24 were involved in 86 fatal traffic crashes, 665 serious injury crashes and 2,653 minor injury crashes. Of these crashes, the 15–24 year-old drivers had the primary responsibility in 67 of the fatal crashes, 510 of the serious injury crashes and 2,033 of the minor injury crashes. These crashes resulted in 76 deaths, 627 serious injuries and 2,740 minor injuries. (MOT Young Drivers 2017). Young drivers are more vulnerable to crash risk because they are still developing, both physically and mentally, and it takes time and practice to develop safe driving skills. They often underestimate danger or risk so it is important to continue supporting them with education and practical training.	14,690	14,690	7,198	7,492	Inexperienced drivers between 16-25	Free practical driving with interactive activities educating about road safety	<b>Objectives:</b> Young and inexperienced drivers gain experience. <b>Success:</b> Drivers leave the course with more confidence in an emergency situation, safer speed and control when cornering <b>Achievement:</b> The course participants have a better understanding of their responsibility as a user of the road network. <b>Limitations:</b> Due to the nature of the funding we cannot offer more extensive practical practise so the time actually in the vehicle is quite short compared to expectations <b>Integration:</b> Young people have access to practical driving experience in a safe environment and interact with other road safety partners like Police, local Driving instructors, ACC and SADD.	Participants that complete the course are not involved or are less likely to be involved in loss of control or speed related crashes compared to other young drivers.	87 completed course, 61 Learner drivers, 14 Restricted, 9 Full & 3 International license holders. 76 were aged between 16 & 25, 47 still at high school, 43 Female, 44 Male. Driving Course delivered 7th & 8th March 2020 at Hawera A & P showgrounds. Held Taranaki Anniversary weekend to reduce competing with other large events. Promoted on website early January, in schools from Feb 7 <sup>th</sup> , radio from 21 Feb & newspaper (Daily News, Stratford Press & Opunake News) from 24 Feb. The practical component was delivered by NZ Advanced Driver Training, while Roadsafes Taranaki delivered the interactive and theory session supported by the NZ Police, STDC, HHS SADD & local driving instructor Jane Tobin (Academy of Driving). Prior to the young drivers being allowed in the cars or having a go at one of the activities they had to answer a few road safety questions. Parents were encouraged to help the young driver with these as the questionnaire included new rules, speed and alcohol related behaviour, how to treat other road users, staying safer on the road and questions about what options they have if they need to get home safely.
6	Younger drivers	High school survey follow-up	1,861 (43%) students think it is ok to exceed 100km per hour if the conditions are good. 76% of those that drive rated themselves as either good or very good drivers. Of the drivers that had been involved in a crash 88% had rated themselves as good or very good drivers. Students also rated phones then passengers as the biggest distraction to drivers.	5,650	5,650	2,769	2,882	Students attending Taranaki high schools with programme/activity delivery based on individual school survey results	Once 2017 survey analysed follow up with each school about top 3 issues for their school and develop plans and strategies to deliver educational messages	<b>Objectives:</b> Ensure every school has a plan to address the issues identified in their survey results <b>Success:</b> Activities/events planned targeting specific road safety issues and in partnership with School Community Officers from NZ Police <b>Achievement:</b> At least one activity/event coordinated/managed by Roadsafes Taranaki each school year <b>Limitations:</b> Schools need to be able to plan in Aug/Sept the year before delivery and any delivery must fit with school values <b>Integration:</b> Communication with NZ Police and other road safety partners to help delivery.	Reduced crashes involving young drivers.	The Rockup climbing wall was utilised at Hawera HS and Opunake HS during November to promote restraint use and improving attitudes when in a vehicle. Hawera survey results showed attitude to impaired driving, restraint use & attitude to speed were good, however in 2019 2 recent students were killed in a high speed drink driving crash with at least one occupant not wearing a seatbelt. Both occupants had been socialising with current & former students & were on their way to a party. 3 weeks later 5 students involved in high speed driving in 50km zone, 2 exited vehicle & less than 5 minutes later vehicle crashed at high speed- no serious injuries. Opunake HS survey results showed seatbelt use, breaking license conditions and attitudes to speed needed improving.
7	Younger drivers	Ready2Drive expo's	The total social cost of the crashes in which 15–24 year-old drivers had the primary responsibility was \$1.001 billion. This is 25 percent of the social cost associated with all injury crashes. (MOT Young Drivers 2017)	3,390	3,390	1,661	1,729	Year 10/11 students from 3 schools within Taranaki	Full day multiple activity delivery of road safety messages to Year 10/11 students	<b>Objectives:</b> Students receive a well rounded road safety education day that helps them prepare to sit their learner license <b>Success:</b> Student pass rate for learner license is higher than expected <b>Achievement:</b> School reports students have prepared appropriately to sit their learner license test <b>Limitations:</b> Expo is a short process to guide students and if they don't follow through with learnings success may not be easy <b>Integration:</b> Utilising road safety partners to help share messaging creates a safe environment as students hear the same messages throughout the event.	A reduction in the number of learner drivers involved in crashes from the schools that the expo is delivered to.	Delivered to NPBHS, 12 Dec 2019. 220 Yr 10 students undertook the following activities: Cycle Safety, Booze Bus, Seatbelt Simulator, Driveway Runover Demonstration, Fatal Vision Goggles, First Aid, Kitchen Fire, Funeral Director discussions, Drive Quiz & Online Simulation. Partners included NPDC, Fire & Emergency, SADD, ACC, NP injury Safe, NZ Police, Funeral Director. Each Activity was 30 minutes. Students alternated between an interactive activity & stationary activity where they either watched or listened. Sacred Heart expo in May 2020 deferred due to COVID-19.
8	Speeds (incl. drive to the conditions)	Workplace Charter delivery	In 2016, speeding was a contributing factor in 79 fatal crashes, 406 serious injury crashes and 1,234 minor injury crashes. These crashes resulted in 93 deaths, 512 serious injuries and 1,759 minor injuries. The total social cost of crashes involving drivers speeding was about \$879 million, which is approximately 22 percent of the social cost associated with all injury crashes. (MOT Speed 2017)	14,990	14,990	7,345	7,645	Workplaces - with emphasis on employees of signed up Charter members	Activities and/or resources into workplaces to educate staff on a range of road safety skills	<b>Objectives:</b> Target 20 workplaces per year to join the Charter and promote safe driving practise <b>Success:</b> Workplace Health & Safety teams provide driver education <b>Achievement:</b> Workplaces have the safest vehicle fleet they can afford, a reduction in the number of driving offences committed by staff and ongoing promotion of safe driving practises <b>Limitations:</b> Workplace Management may struggle to see the benefits compared to the cost of upgrading vehicle fleet, workplaces may not want to have ongoing education due to time/financial constraints <b>Integration:</b> Offering to cover the cost of external contractors or resources allows workplaces to promote road safety messages that could fit with different learning abilities and allows injury prevention and safety personnel from other organisations to come in & deliver.	Workplaces report reduction in speed related offences. Workplaces report in-car technology reports show improved driving including braking and cornering.	Contracted Tina Atkinson-Watt to engage with workplaces based in the NP & Stratford districts to sign up to the Taranaki Road Safety Workplace Charter which encourages workplaces to educate and help employees improve their driving behaviour. Originally 15 companies had signed up to the Charter and attended the May 2019 workshop, however since then Tina made contact with another 80 businesses and now has 12 of the original businesses and another 34 members. Tina has re-signed 12 original members, Marion to follow up with STDC & Fonterra. 4Carmen presentations made at First Gas, Fulton Hogan & NPDC. Current figures – 34 members, 6 confirmed to join (still to do assessment), 10 to follow up & agree to do assessments. Tina working on a truck industry assessment, planning a few toolbox meetings with charter prospects.
9	Speeds (incl. drive to the conditions)	School student safety campaigns	The more serious the crash, the more likely it is that speed was a contributing factor. In New Zealand, for the years 2014 to 2016, driver speed was a factor in 30% of fatal crashes, 21% of serious injury crashes and 16% of minor injury crashes. Never licenced and disqualified drivers in fatal crashes are much more likely to be speeding (52% and 49%, respectively) than drivers with a full licence (13%). Drivers in speed-related crashes are less likely to wear safety belts than drivers in crashes in which speed is not a factor. (MOT Speed 2017)	8,475	8,475	4,153	4,322	School students and parents	Support/thank road patrol students, Back2School campaigns at term start, delivery on an activity/programme to help eliminate/reduce issues raised by the school community and/or staff, utilising interactive options to engage students	<b>Objectives:</b> Young drivers drive to the conditions and reduce their speed to a safe speed <b>Success:</b> Activities/events planned targeting specific speed issues and in partnership with School Community Officers from NZ Police <b>Achievement:</b> At least one activity/event coordinated/managed by Roadsafes Taranaki each school year <b>Limitations:</b> Schools need to be able to plan in Aug/Sept the year before delivery and any delivery must fit with school values <b>Integration:</b> Communication with NZ Police and other road safety partners to help delivery.	Reduction in the number of speed related offences and crashes across Taranaki. Reduction in the number of crashes involving young drivers during adverse weather conditions.	Road Patrol thank you had around 160 students in South Taranaki (this included movie, swim and BBQ sponsored by local company) & 50 students in Stratford (movie, swim and lunch from Subway (sponsored by Theatre Trust & Stratford DC). Back2School competition emailed week starting 7th Feb, 20 prizes of \$100 for 3 adverts in school - including facebook, website, school news letter, student notices May end up extending this due to COVID-19 closing schools before end of first term.

High												
Ref	Safer Journeys Area	Activity / programme name	Evidence of problem / opportunity	Programme / resource costs	Total cost	Local share	NZTA share	Target audience	Planned intervention	Expected outcomes	Measures of success	End of Year Reporting
10	Speeds (incl. drive to the conditions)	Rural speed	20% of all fatal crashes are open road (speed limits 80km/h and over) crashes that involve speeding as a contributing factor. Between 2014 & 2016, at least 37% of the car and van drivers who died in speed-related crashes were not restrained at the time of the crash. This compares with 21% for drivers who died in crashes that did not involve speed. Speeding was a contributing factor in 36% of urban fatal crashes and 28% of open road fatal crashes. (MOT Speed 2017)	7,345	7,345	3,599	3,746	Farmers, farm workers, rural sales people, transport companies	Rural speed – students walking/cycling, speed past a bus stopped to pick up/drop off students, billboards highlighting local issues, advertising to act as reminders, A & P show delivery	<b>Objectives:</b> Drivers in Taranaki reduce their speed on rural roads and around school buses <b>Success:</b> Rural groups and school communities promote safe and appropriate speeds in their communities <b>Achievement:</b> Speed (inc not driving to the conditions) related crashes reduce in rural Taranaki <b>Limitations:</b> Changing behaviour with ingrained culture of driving big fast cars could be a long and difficult process <b>Integration:</b> Utilising rural support and community groups and networks may help drive the behaviour change.	The number of incidents reported involving a child near a school bus reduces. A reduction in the number of serious injury or fatal crashes on rural roads due to speed.	Targeted speed on rural roads by rural communities was one of the targeted issues promoted at the A & P shows. With road safety being a hard sell in rural communities it was felt the A & P shows were a good way to interact with the rural community. We provided a number of interactive activities, pamphlets, displayed posters and undertook discussions with people. The Rockup wall enticed teenagers & parents of young children onto the site, children were drawn to the dolls and toys placed on the driveway runover mat which allowed engagement with parents & grandparents. As people engaged conversations were had about the likelihood of rural speeds being lowered and how this might affect them. We received good feedback and positive attitudes to future changes around rural speed, particularly when children were part of the conversation. 16 deaths in Taranaki this year with speed, alcohol/drugs, distraction looking like main causes. Waverley (19 Nov), Egmont (22 & 23 Nov) & Stratford (30 Nov & 1 Dec) shows attended, Waverley & Egmont quite quiet, Stratford very busy Sat & busy Sun am (Roadsafe site won top outdoor exhibit (160 outdoor exhibitors at show) (Police, SADD, Central Safer Community & Rockup on site with us)
11	Speeds (incl. drive to the conditions)	Community speed	For every 100 drivers or riders who died in road crashes in which speeding was a contributing factor, 48 of their passengers and another 13 road users died with them. Never licenced and disqualified drivers in fatal crashes are much more likely to be speeding (52% and 49%, respectively) than drivers with a full licence (13%). (MOT Speed 2017)	2,825	2,825	1,384	1,441	Smaller communities targeting local people driving on local roads	Community events or activities addressing local concerns about vehicles travelling too fast for that section of road	<b>Objectives:</b> Drivers in Taranaki work together to help reduce the speed people drive within their local communities <b>Success:</b> Reduced complaints about people speeding in certain communities and locals promoting safe and appropriate speeds in their communities <b>Achievement:</b> Speed (inc not driving to the conditions) related crashes reduce in Taranaki <b>Limitations:</b> Changing behaviour with ingrained culture of driving big fast cars could be a long and difficult process <b>Integration:</b> Utilising rural support and community groups and networks may help drive the behaviour change.	A reduction in the number of serious injury or fatal crashes due to speed.	Radio advertising to remind people to drive to the conditions and be patient over the Christmas break.
12	Vehicles (incl. HV, mobility scooters)	Heavy vehicle speed campaigns	From 2014 to 2016, speeding was a contributing factor in fatal crashes for 20% of car and van drivers, 37% of motorcyclists and 5% of truck drivers. (MOT Speed 2017). In 2016, 75 people died and a further 850 were injured in road crashes involving trucks. This was 23% of all deaths and 7% of all reported injuries on our roads. The more serious the crash, the less likely it is for the truck driver to have the primary responsibility for the crash. The truck driver had the primary responsibility for about a third (32%) of fatal crashes, compared with over half (57%) of minor injury crashes. (MOT Trucks 2017)	2,260	2,260	1,107	1,153	Truck firms, RTA, community groups with older road users (Grey Power, Aged Concern etc)	Deliver programmes like 10 below?. Work with local Road Transport Association (RTA) and heavy vehicle companies to deliver in-house education to staff	<b>Objectives:</b> Work with and encourage local businesses to promote safe driving and appropriate speeds for the conditions and road network <b>Success:</b> Reduction in the number of heavy vehicles involved in road crashes <b>Achievement:</b> Workplaces sign up to the Workplace Charter and initiate/develop training processes that can be used industry wide <b>Limitations:</b> Getting value for money when implementing additional training and resourcing changes to fleets <b>Integration:</b> Involving National organisations like ACC, DHB'S, Workplace H & S personnel will encourage companies to act on suggested improvements.	At least 3 heavy vehicle companies sign up to the Workplace Charter. A minimum of 3 workshops are delivered to support truck drivers on Taranaki roads	Tina has met with Tom Cloke & was to present to members of the NCA however due to an injury Tina could not present so Tom did it on her behalf. Tom was originally with RTA however changed to National Carriers Assoc 18 months ago. Tom Cloke retired March 2020 however did provide list of clients who may be interested in signing up to Charter if a specific Heavy Traffic add on was included. Once this has been updated and drafted Tina will take to a focus group for feedback.
13	Motorcycles	Local rider training days	In 2016, 52 motorcyclists <sup>1</sup> died and a further 1,205 were injured in road crashes. This was 16% of all deaths and 10% of all reported injuries on our roads. The NZ Household Travel Survey shows that, on average, the risk of being killed or injured in road crashes is 21 x higher for motorcyclists than for car drivers over the same distance travelled (2010–2014 data – this is the most recent travel data available). In 98% of fatal crashes involving motorcyclists, the motorcyclist or a pillion passenger was among those who died (2012–2016 data). (MOT Motorcyclists 2017) Data shows the recent increase in motorcycle crashes has occurred in the over 40s age group. Based on the CAR Stratford district has a high personal risk for motorcyclists.	9,040	9,040	4,430	4,610	Motorcycle riders within Taranaki, particularly those that have recently come back to motorcycle riding (males 40+)	Support local riders upskill via training days. Promotions reminding drivers of increased motorcyclists on roads during summer	<b>Objectives:</b> Local motorcyclists have confidence local venue and local trainers can provide them with appropriate training to the rider level they are at <b>Success:</b> Each course has minimum of 10 riders and motorcycle groups encourage members to upskill <b>Achievement:</b> Reduce the road fatality rate of motorcycle & moped riders in Taranaki <b>Limitations:</b> Engagement with the motorcycle community can be difficult and reaching the middle age riders who are coming back into riding and asking them to attending training is difficult as they think they can ride like they used to when they were in their late teens and early 20's <b>Integration:</b> Utilising local Ride Forever trainer to come in and talk to participants about moving from this course onto the Ride Forever course and providing them with options and good reasoning behind additional training.	Reduction in the number of motorcycle fatal or serious injury crashes in Taranaki. An increase in the number of motorcyclists taking up Ride Forever rider training per year.	Billboards to be placed along SH43 with ACC to pay for any \$ over our \$5,000 budget. Site recommended by Roland Devine. STDC staff will do TMP. Just approved 6 billboards, sent images to Roland Devine for comment. Bryan Mullin to complete TMP & Zodiac Signs to install. On hold until COVID-19 level is reduced and allows installation of billboards.
14	Motorcycles	Ride Forever support	Motorcyclists face a number of risk factors that do not affect car drivers. The main risk factors are decreased stability and a much lower level of occupant protection than is provided by a car. In addition, a motorcycle is less visible to other road users than a car or a truck. These factors together give motorcycling a higher level of risk per kilometre travelled than other modes of transport.	2,260	2,260	1,107	1,153	Motorcycle riders, and in particular those that do not regularly undertake training or only ride occasionally	Support ACC and NZTA to deliver and promote the Ride Forever rider training and promotion of the same with advertising mediums.	<b>Objectives:</b> Promote the Ride Forever motorcycle training <b>Success:</b> Participants in local motorcycle training register with Ride Forever and local riders utilise local Ride Forever trainer to improve their skills <b>Achievement:</b> Local motorcyclists understand the need to keep upskilling and gain important life saving experience <b>Limitations:</b> Engagement with the motorcycle community can be difficult and reaching the middle age riders who are coming back into riding and asking them to attending training is difficult as they think they can ride like they used to when they were in their late teens and early 20's <b>Integration:</b> Utilising local Ride Forever trainer to come in and talk to participants about moving from this course onto the Ride Forever course and providing them with options.	Reduction in the number of motorcycle fatal or serious injury crashes in Taranaki. An increase in the number of motorcyclists taking up Ride Forever rider training per year.	ACC promoting September Motorcycle month. Have billboards promoting Ride Forever scheduled to be installed on SH3 off road sites in South Taranaki and Stratford districts from late Sept 2019. Due to COVID-19 these billboards stayed up longer than expected. Planning is in place to try to contact all local motorcycle clubs and offer incentives to the club for each person they get to register and complete Ride Forever courses.

High												
Ref	Safer Journeys Area	Activity / programme name	Evidence of problem / opportunity	Programme / resource costs	Total cost	Local share	NZTA share	Target audience	Planned intervention	Expected outcomes	Measures of success	End of Year Reporting
15	Roads and roadsides (incl. intersections)	Intersections	Between 2012-2016 7 fatalities happened at intersections in Taranaki while nationally 178 people lost their life at intersection crashes over the same time. Recently there has been major concerns raised about the number of people running red lights and the need to educate and create a safer environment for all users of intersections. NP & South Taranaki continue to show intersections as a medium risk in the Communities at Risk (CAR) register	17,535	17,535	8,592	8,943	All road users	Promotions with local partners, ie Police (roundabouts, give way, stop, lights). Contract delivery of Intersection education in community (similar to intersection wheel)	<b>Objectives:</b> Educate drivers and raise awareness of the dangers at intersections <b>Success:</b> A reduction in the number of intersection crashes and red light indiscretions that result in a crash <b>Achievement:</b> Drivers are more aware of their responsibility around intersections and help promote safe driving <b>Limitations:</b> Changing behaviour takes time, particularly around intersections that people use everyday without incident <b>Integration:</b> RSAP partners, schools and SADD students to be utilised to help sell the safe behaviour messaging	Reduction in the number of fatal and serious injury crashes at intersections	Planned for summer student to work with Police targeting restraint use, cellphone use of drivers, failure to stop at stop signs. Run a "reminder of consequences" letter promotion again. Nikita started Mon 11 Nov, meeting with Police Tues 12 Nov, campaigns started Mon 18 Nov and finished 18 January. Over 540 letters written (incl intersection, cell ph & restraint), approx. 55 void (no address, letter not sent – no match, disputed). Police will provide infringement details once collated
16	Roads and roadsides (incl. intersections)	Responsive campaigns	Traditionally Taranaki records a low number of fatal and serious crashes compared to other regions in New Zealand, however with an increase in tourism expected due after being voted the number 2 place in the world to visit by Lonely Planet the likelihood of having to respond to causes of crashes will need to be quick. The unique nature of Taranaki can create issues for drivers (sunstrike, ice, snow and cross winds) however roadsides also create hazards (powerlines, drains, plantings and narrow shoulder) so once again if investigations highlight a particular problem causing crashes then being able to address the issue immediately is essential.	5,650	5,650	2,769	2,882	Due to rural crashes often not having pattern, need to be able to respond with programme, event or advertising to address a particular problem especially if spate of crashes happen with common denominator	Crashes in rural Taranaki often do not follow a pattern so any delivery needs flexibility to respond to a problem that wasn't previously identified.	<b>Objectives:</b> To educate and create promotion/marketing that reminds drivers to take more care <b>Success:</b> The number of crashes in Taranaki involving similar reasons are reduced (even if different locations around the district) <b>Achievement:</b> Road Safety Partners notice a change in driver behaviour around those identified issues <b>Limitations:</b> With crashes data so small at each site it can sometimes be difficult to identify similar faults/issues <b>Integration:</b> Continue talking with road safety partners to identify and respond to issues as quickly as possible to reduce likelihood of continuing crashes.	At least 5 media articles appear in print locally highlighting road safety messages.	Have had additional "get off your phone" billboards installed at Ngaere overbridge. Due to the surge in online media there has been quite a shift from print advertising and reporting to online media articles, particularly websites, facebook and the ability to "share messages". Fatigue Stop shared on facebook, Police articles and facebook posts relevant to Taranaki drivers shared on facebook, Driving course promotion noted on website, media releases forwarded to local papers for inclusion.
17	Roads and roadsides (incl. intersections)	Change of season campaigns	With change of season and more wet weather Taranaki tends to have an increase of crashes particularly around the change of daylight saving. Promoting appropriate speeds for the conditions, lights on to be more visible, identifying areas where ice/fog/sunstrike may affect drivers may help reduce the number of crashes caused by change of weather/visibility.	2,825	2,825	1,384	1,441	All road users	Advertising, targeted messaging based on partner feedback and observations	<b>Objectives:</b> Remind drivers on Taranaki roads the risks that occur at change of seasons and daylight saving changes <b>Success:</b> The number of crashes that happen with one week of daylight saving reduce <b>Achievement:</b> More drivers have lights on during unfavourable conditions, speed slows during wet weather and icy roads identified and signposted early <b>Limitations:</b> Roading agencies need support from the community to identify high risk areas, trouble spots and funding needs to be in place to help fix problems or educate drivers <b>Integration:</b> RSAP partners will continue to work together to support programmes, upgrades and enforcement with drivers who are struggling to adapt their driver behaviour.	Reduction in the number of crashes that happen at start of daylight saving and within first month of winter.	Radio advertising to run from 5 April to 9 April (week after daylight saving ends).
18	Roads and roadsides (incl. intersections)	Summer holiday maintenance campaign	Improving the safety of light vehicle fleet is a priority within the safer journeys expectations with unwarranted & unsafe vehicles being an area of concern for Taranaki. With a change in the WOF rules many drivers are failing to do regular maintenance on their vehicles and instead waiting for WOF checks before addressing faults with their vehicle.	3,955	3,955	1,938	2,017	Drivers who regularly go away for weekend get aways or holiday makers	Link with external organisation/s to deliver messages/resources/programmes to people driving during peak time or holiday periods	<b>Objectives:</b> Holiday makers get their vehicle checked prior to leaving on their trip <b>Success:</b> Garage/mechanic provide pamphlets with every check and use their networks to promote safety checks <b>Achievement:</b> Reduction in the number of crashes during holiday periods <b>Limitations:</b> Being able to reach the holiday makers and visitors to Taranaki while they are on our roads. <b>Integration:</b> Being smart and networking to share messages, perhaps Motorhome Ass, Police, Motels, MTA and even neighbouring road safety personnel all providing identical messages during holiday periods	Reduced crashes involving holiday makers and tourists.	When pamphlet drop was made to motels around visiting drivers, motellers were offered opportunity to display other pamphlets at no cost. Only a small number requested further brochures and these were delivered within the next few weeks. Some of the brochures included a handy hints booklet with general road safety information, a rack card with checklist identifying some key things that should be checked on a regular basis, particularly before heading away on a summer holiday. Did not promote intersection wheel as hours prioritized elsewhere.
<b>Totals</b>				<b>195,675</b>	<b>195,675</b>	<b>95,880</b>	<b>99,794</b>					
<b>Total project cost</b>					<b>195,675</b>							
<b>Total third party contributions</b>					<b>0</b>							
<b>Total local share</b>					<b>95,880</b>							
<b>Total NZTA contribution (NLTF)</b>					<b>99,794</b>							