



AGENDA

Regional Transport

Wednesday 17 June 2020, 11am



Agenda for the meeting of the Regional Transport Committee to be held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 25 March 2020 commencing at 11am.

Members	Councillor M McDonald	(Committee Chairperson)
	Councillor T Cloke	(Committee Deputy Chairperson)
	Mayor N Volzke	(Stratford District Council)
	Councillor H Duynhoven	(New Plymouth District Council)
	Ms E Speight	(NZ Transport Agency)
Apologies	Mayor P Nixon	(South Taranaki District Council)

Notification of Late Items

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Item 15		General Business



Date 17 June 2020

Subject: **Confirmation of Minutes - 11 September 2019**

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

Document: 2450556

Resolve

That the Taranaki Regional Transport Committee:

- a) takes as read and confirms the minutes and resolutions of the Regional Transport Committee meeting of the Taranaki Regional Council held in Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 11 September 2019 at 11am
- b) notes that the minutes of the Taranaki Regional Transport Committee meeting held in Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 11 September 2019 at 11am were authenticated by the Regional Transport Committee Chairperson, C S Williamson and the Taranaki Regional Council Chief Executive, B G Chamberlain, pursuant to standing orders.
- c) notes that the unconfirmed minutes of the Regional Transport Committee meeting held at Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 11 September 2019 at 11am, have been circulated to the New Plymouth District Council, Stratford District Council and South Taranaki District Council for their receipt and information.

Appendices/Attachments

Document 2328960: Minutes Regional Transport Committee 11 September 2019

**Minutes of the Regional Transport Committee
Meeting of the Taranaki Regional Council,
held in the Taranaki Regional Council
Chambers, 47 Cloten Road, Stratford on
Wednesday 11 September 2019 at 11.00am.**



Members	Councillor	C S Williamson	(Committee Chairperson)
	Councillor	M J McDonald	(Committee Deputy Chairperson)
	Councillor	T Cloke	(Taranaki Regional Council)
	Mayor	N Volzke	(Stratford District Council)
	Mayor	R Dunlop	(South Taranaki District Council)
	Councillor	H Duynhoven	(New Plymouth District Council)
	Mr	R I Anson	(NZ Transport Agency)
Attending	Messrs	M J Nield	(Director-Corporate Services)
		C B Clarke	(Transport Services Manager)
		C G Severinsen	(Policy Manager)
	Mrs	F Ritson	(Policy Analyst)
	Ms	L Davidson	(Committee Administrator)
	Messrs	S Bowden	(Stratford District Council)
		V Lim	(South Taranaki District Council)
		R Leitao	(New Plymouth District Council)
		K Munisamy	(New Plymouth District Council)
		D Perry	(NZ Transport Agency)
	Ms	J Stewart	(NZ Transport Agency)
	Messrs	C Nally	(NZ Transport Agency) <i>Part meeting</i>
		A McGrath	(NZ Transport Agency)
		K Simpson	(Ministry of Transport)
		D Langford	(New Plymouth District Council)
G Mitchell		(Crown Infrastructures)	

Apologies No apologies were received.

Notification of Late Items Item 9 - Request to Vary the Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21 was added to the agenda on Tuesday 10 September.

1. Confirmation of Minutes - Wednesday 12 June 2019

Resolved

THAT the Regional Transport Committee of the Taranaki Regional Council:

- a) takes as read and confirms the minutes and recommendations of the Regional Transport Committee meeting of the Taranaki Regional Council, held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 12 June 2019 at 11.00am.
- b) notes that recommendations therein were adopted by the Taranaki Regional Council on 2 July 2019.

Dunlop/I'Anson

Matters arising

There were no matters arising.

2. Minutes of the Taranaki Regional Transport Advisory Group - Wednesday 21 August 2019

- 2.1 The minutes of the Taranaki Regional Transport Advisory Group (RTAG) meeting held on Wednesday 21 August 2019 were received and noted.

Recommended

THAT the Taranaki Regional Council

- a) receives the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 21 August 2019.

Volzke/Dunlop

3. Submission on the National Road Safety Strategy 2020-2030

- 3.1 Mr M J Neild, Director - Corporate Services, spoke to the memorandum seeking formal endorsement of the regional submission on the draft 2020-2030 National Road Safety Strategy: Road to Zero, which was previously circulated by email to allow the Committee's consideration prior to the submission closing date and answered questions arising.

Recommended

THAT the Taranaki Regional Council

- a) receives the memorandum, Submission on the National Road Safety Strategy 2020-2030
- b) adopts the submission on the 2020-2030 National Road Safety Strategy: Road to Zero

I'Anson/Duynhoven

4. Request to vary the Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21

- 4.1 Mr K Munisamy, New Plymouth District Council, gave a presentation seeking Council approval of a request to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* and answered questions arising.

Recommended

That the Taranaki Regional Council:

- a) receives the memorandum, Request to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*
- b) agrees to the requested variation to the *Regional Land Transport Plan for Taranaki: Midterm Review 2018/19-2020/21*, made by the New Plymouth District Council and NZ Transport Agency, to add a new project 'Ahititi Stock Effluent and Pre-Treatment Facility Upgrade'.
- c) adopts this variation to the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* and forwards it on to the NZ Transport Agency.

Williamson/McDonald

5. Connectivity update from Crown Infrastructure Partners

- 5.1 Mr G Mitchell, CEO Crown Infrastructure, gave a presentation updating members on Connectivity Programmes throughout the region, with particular focus on the Mobile Black Spot Fund and answered questions arising.

Recommended

That the Taranaki Regional Council:

- a) receives with thanks the presentation provided by Crown Infrastructure Partners on their Connectivity Programmes including the Mobile Black Spot Fund.

Duynhoven/Dunlop

6. Ministry of Transport updates

- 6.1 Mr K Simpson, Director – Regulatory and Data, Ministry of Transport, gave a presentation updating Members on key work programmes, including development of the Government Policy Statement on Land Transport (GPS) 2021 and National Road Safety Strategy (NRSS) 2020-30: Road to Zero and answered questions arising.

Recommended

THAT the Taranaki Regional Council

- a) receives with thanks the presentation provided by the Ministry of Transport on current key workstreams.

Williamson/Volzke

7. NZ Transport Agency regional report and state highway project updates

- 7.1 Mr R I'Anson, Mr A McGarth and Mr C Nally, NZ Transport Agency, gave a presentation updating members on Agency activities, including state highway projects of significance to the region and answered questions arising.

Recommended

THAT the Taranaki Regional Council

- a) receives and notes the Regional Report from the NZ Transport Agency dated 11 September 2019
- b) receives the presentation update from the NZ Transport Agency on the SH3 New Plymouth to Hawera project
- c) receives the presentation update from the Mt Messenger Alliance on the SH3 Mt Messenger Bypass project.
- d) receives the presentation update from the NZ Transport Agency on the SH3 Waitara to Bell Block project.

Williamson/Dunlop

8. Safe Network Programme

- 8.1 Ms J Stewart, Area Programme Manager for the Safe Network Programme, NZ Transport Agency, gave a presentation updating the Committee on the Safe Network Programme and answered questions arising.

Recommended

THAT the Taranaki Regional Council

- a) receives the presentation from the NZ Transport Agency on the Safe Network Programme.

Duynhoven/Dunlop

9. Request to vary the Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21

- 9.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum seeking Council approval of a request to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*.

Recommended

THAT the Taranaki Regional Council

- a) receives the memorandum, Request to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*
- b) agrees to the requested variation to the *Regional Land Transport Plan for Taranaki:*

Midterm Review 2018/19-2020/21, made by the NZ Transport Agency, to add a new project 'Taranaki State Highway Speed Management Guide Implementation'

- c) adopts this variation to the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* and forwards it on to the NZ Transport Agency.

Williamson/Volzke

10. Public transport operational update for the quarter and year ending 30 June 2019

- 10.1 Mr C Clarke, Transport Services Manager, provided members with an update on public transport services for the quarter and year ending 30 June 2019 and answered questions arising.

Recommended

THAT the Taranaki Regional Council

- a) receives and notes the operational report of the public transport services for the quarter and year ending 30 June 2019.

I'Anson/Dunlop

11. Correspondence and information items

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

Recommended

That the Taranaki Regional Council:

- a) receives and notes for information purposes the update provided on the State Highway 43 Improvement Project including the release of the *State Highway 43: The Forgotten World Highway Detailed Business Case*
- b) receives and notes for information purposes the update provided on KiwiRail regional projects
- c) notes that the next meeting of the State Highway 3 Working Party will be held in Mōkau on Friday 20 September.

Williamson/McDonald

- 11.2 The Chairperson, Councillor C S Williamson thanked members for their participation over last three years and noted a special thanks to Mayor R Dunlop, South Taranaki District Council, for his participation on the committee and wished him well for the future.

There being no further business the Committee Chairperson, Councillor C S Williamson, declared the Regional Transport Committee meeting closed at 1.21pm.

Minutes authenticated pursuant to Model Standing Orders

Regional Transport

Chairperson: _____
C S Williamson

Taranaki Regional Council

Chief Executive: _____
B G Chamberlain



Date 17 June 2020

Subject: **Key functions and Terms of Reference**

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

Document: 2511582

Purpose

1. The purpose of this memorandum is to:
 - advise Members of the functions for the Regional Transport Committee and Regional Transport Advisory Group
 - provide Members with Terms of Reference for the Regional Transport Committee and Regional Transport Advisory Group.

Executive summary

2. This item provides Terms of Reference for the Regional Transport Committee and Regional Transport Advisory Group for this new triennium, which includes outlining the roles and membership of these groups.
3. Both documents involved only minor changes from those of the previous triennium, which had served their purpose well, and were endorsed by the Taranaki Regional Council on 7 April 2020.
4. Members should note the possible future requirement for a KiwiRail representative to join the Committee, under changes proposed under the *Land Transport (Rail) Legislation Bill 2019* – as outlined in the separate item regarding the Government's NZ Rail Plan. It is unlikely that such a change will be required for Taranaki in the short-term, and an amendment to the Terms of Reference would be made in that eventuality.
5. Changes were made to the Terms of Reference for the Regional Transport Advisory Group to clarify voting rights and better encompass the transport system more broadly.
6. The Stratford District Council has again resolved to belong to the Taranaki Regional Transport Committee and the Terms of Reference continue to reflect this.

Recommendations

That the Taranaki Regional Council:

- a) notes the role of regional transport committees, as required by the *Land Transport Management Act 2003*
- b) receives for information purposes the Terms of Reference for the Regional Transport Committee for Taranaki
- c) receives for information purposes the Terms of Reference for the Regional Transport Advisory Group for Taranaki
- d) notes the decision by Stratford District Council to again join the Taranaki region in respect of transport matters, and that a Memorandum of Understanding has been completed to formalise this arrangement.

Regional Transport Committee

Creation and membership of Committee

7. The *Land Transport Management Act 2003* (LTMA) requires the reconstitution of each Regional Transport Committee following triennial local body elections.
8. Following the local government elections in October 2019, the Regional Transport Committee (RTC or the Committee) is now required to be reconstituted. The RTC consists of only those agencies that make a funding contribution, and includes:
 - Two Regional Council representatives (Chair and Deputy Chair)
 - One District Council representative from each of the following:
 - New Plymouth District Council
 - Stratford District Council
 - South Taranaki District Council
 - One representative from the NZ Transport Agency.
9. Each representative has an alternate that attends in the absence of the representative.

Stratford District to remain with Taranaki for transport matters

10. As required by Section 105 (11) of the LTMA, *if the area of a territorial authority falls into the regions of more than 1 regional council, the territorial authority must decide (after consulting the relevant regional councils) which regional transport committee to join.*
11. As the Stratford District falls within both the Taranaki Region and the Manawatū-Whanganui Region, the Stratford District Council therefore must decide which Regional Transport Committee will represent it for regional land transport planning matters. A decision on this is required at the start of each triennium.
12. In late 2019, Stratford District Council resolved to again belong to the Taranaki Regional Transport Committee for regional land transport planning matters. Accordingly, a Memorandum of Understanding has since been signed between the Taranaki Regional Council, Horizons Regional Council and Stratford District Council.

Role of Committee

13. As required by the LTMA, each regional transport committee is required to:

- prepare a regional land transport plan, or any variation to the plan, for approval by the Taranaki Regional Council (*LTMA section 106(1)(a)*)
- prepare and adopt a policy that determines significance in respect of:
 - variations made to the regional land transport plan
 - activities that are included in the regional land transport plan (*LTMA section 106(2)*)
- provide any advice and assistance the regional council may request in relation to its transport responsibilities (*LTMA section 106(1)(b)*).

Terms of Reference

14. Additional responsibilities are outlined in the attached Terms of Reference for the Regional Transport Committee. This is very similar to the Terms of Reference for the preceding triennium, which served its purpose well.
15. These updated Terms of Reference were unable to be taken as draft to the 25 March 2020 meeting of the Committee as planned, as the COVID-19 Lockdown required the meeting be cancelled. Instead, the draft Terms of Reference were considered and endorsed at a Taranaki Regional Council meeting on 7 April 2020. This does not restrict Members from submitting additional amendments in the future.
16. Members should note the possible future requirement for a KiwiRail representative to join the Committee, under changes proposed under the *Land Transport (Rail) Legislation Bill 2019* – as outlined in the separate item regarding the Government's NZ Rail Plan. It is unlikely that such a change will be required for Taranaki in the short-term, and an amendment to the Terms of Reference would be made in that eventuality.

Regional Transport Advisory Group

Membership of the Taranaki RTAG

17. Regional transport advisory groups are groups of technical officers involved in functions relating to transport. This includes district and regional council officers, NZ Transport Agency staff, and other individuals involved in the transport sector as and when required. Although they are not referred to in legislation, these advisory groups have an important function in assisting regional transport committees in co-ordinating the development and monitoring of regional land transport plans for their region.
18. Here in Taranaki, the Regional Transport Advisory Group (RTAG) is made up of representatives from the:
 - Taranaki Regional Council
 - New Plymouth District Council
 - Stratford District Council
 - South Taranaki District Council
 - NZ Transport Agency
 - Any other organisations/individuals invited to participate and advise the Regional Transport Committee on technical matters relating to the Committee's Terms of Reference.

Role of the Taranaki RTAG

19. The Taranaki Regional Transport Advisory Group was established in 2008, to assist the Regional Transport Committee for Taranaki on various technical matters relating to transport planning.
20. The role of the RTAG is to advise the RTC on matters relating to:
 - The development of a regional land transport plan (RLTP) for the region.
 - The development of a significance policy in response of any variations made to the RLTP and activities to be included in the RLTP.
 - Providing any general technical advice and assistance the Committee may request in relation to its transport responsibilities.
21. With the reconstitution of the RTC, it was viewed as appropriate to also review the Terms of Reference for the RTAG.

Terms of Reference for Taranaki RTAG

22. The revised Terms of Reference for the RTAG is very similar to the previous version, with only minor changes to clarify voting rights and better encompass the transport system more broadly.
23. The cancellation of the 25 March 2020 meeting of the Committee due to the COVID-19 Lockdown, meant that the draft Terms of Reference needed to be considered by the Taranaki Regional Council meeting on 7 April 2020 instead. These endorsed Terms of Reference are therefore brought before the Committee for information purposes.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

27. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the Local Government Act 2002) as outlined in the adopted

long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 2358562: Terms of Reference for the Regional Transport Committee (RTC)
Nov2019–Oct2022

Document 2358623: Terms of Reference for the Regional Transport Advisory Group (RTAG)
Nov2019–Oct2022

Draft Terms of Reference

for Taranaki's

Regional Transport Committee

November 2019 – October 2022

Terms of Reference for Taranaki's Regional Transport Committee

Membership

The Regional Transport Committee for Taranaki (RTC) comprises:

- Two Regional Council representatives (Chair and Deputy Chair) or alternates
- One District Council representative or alternate from each of the:
 - New Plymouth District Council
 - Stratford District Council
 - South Taranaki District Council
- One representative or alternate from the New Zealand Transport Agency

Total membership of this committee equals six.

This is dictated by Section 105 of the *Land Transport Management Act 2003* (LTMA).

Objective

To undertake the functions as prescribed by the *Land Transport Management Act 2003*.

Meeting Schedule

The RTC normally meets four times a year but may meet more regularly depending on the issues to be addressed. Members will be advised in advance of the meeting schedule where possible.

Role and Functions

The role and functions of the Regional Transport Committee for Taranaki are as follows:

- 1) To undertake the statutory requirements of the *Land Transport Management Act 2003* (Appendix One).
- 2) To prepare the Regional Land Transport Plan (RLTP) or any variations, for approval by the Taranaki Regional Council (*LTMA section 106(1)(a)*).
- 3) To prepare and adopt a policy that determines significance in respect of:
 - a) Any variations made to the RLTP.
 - b) Activities included in the RLTP (*LTMA section 106(2)*).
- 4) To provide any advice and assistance the regional council may request on its transport responsibilities generally (*LTMA section 106(1)(b)*).
- 5) To undertake monitoring to assess implementation of the Regional Land Transport Plan (*LTMA section 16(6)(e)*).

- 6) To consult on a draft Regional Land Transport Plan for the Taranaki Region in accordance with the consultation principles specified in section 82 of the *Local Government Act 2002*.
- 7) To complete a review of the Regional Land Transport Plan during the 6-month period immediately before the expiry of the third year of the Plan (*LTMA section 18CA*)
- 8) To advise the Council on any significant legislative changes, programmes, plans or reports relating to the region's transport system.
- 9) To prepare and implement regional transportation planning studies when necessary.
- 10) To represent and advocate for transport interests of regional concern.
- 11) To consider and submit on transport related policies, plans and consultation documents issued by the Ministry of Transport, New Zealand Transport Agency, regional/district councils, and other relevant organisations as considered appropriate.
- 12) To liaise with the Ministry of Transport, New Zealand Transport Agency, Commissioner of Police, regional/district councils, and other interested parties on transport matters, and advise the Council on any appropriate new initiatives as considered appropriate.
- 13) To engage with other regional transport committees and working parties (e.g. State Highway 3 Working Party) as from time to time may be established.
- 14) To consider advice and recommendations from the Taranaki Regional Transport Advisory Group.

Terms of Membership

Should a vacancy occur in the membership of the RTC, the relevant organisation will be requested to nominate a replacement.

Members of the RTC are expected to regularly report back to their organisation on matters discussed at Committee meetings.

Voting Rights

Unless one delegated member from each of the Taranaki Regional Council, New Zealand Transport Agency and three district councils is present, voting on the Regional Land Transport Plan for Taranaki cannot proceed.

Each organisation (i.e. the regional council, NZTA and three district councils) is therefore required to have an alternative representative nominated to act as a replacement should the original nominated representative be absent from a meeting. No voting will occur should there not be a full quorum of members from those organisations allowed to vote on these matters.

Delegated Authority – Power to Act

The Regional Transport Committee for Taranaki:

- 1) Does not have the powers of Council to act in the following instances as specified by Clause 32 (1) of Schedule 7 of the *Local Government Act 2002* to:
 - a) make a rate
 - b) make a bylaw

- c) borrow money, or purchase or dispose of assets, other than in accordance with the Long Term Plan
 - d) adopt a Long Term Plan, or Annual Plan or Annual Report
 - e) appoint a Chief Executive
 - f) adopt policies required to be adopted and consulted on under this Act in association with the Long Term Plan or developed for the purpose of the Local Governance Statement.
- 2) Does have the ability to appoint subcommittees, working parties or advisory groups to deal with any matters of responsibility within the Committee's Terms of Reference and areas of responsibility, and to make recommendations to the Committee on such matters and, provided the subcommittee shall not have power to act other than by a resolution of the committee with specific limitations, where there is urgency or special circumstance.
 - 3) Does have the ability to make decisions in accordance with the Terms of Reference.

Power to Act (for the information of Council)

The Regional Transport Committee for Taranaki has the power to:

- 1) Monitor any transport activities of the Regional Council, Territorial Authorities and New Zealand Transport Agency in order to report on progress on the Regional Land Transport Plan for Taranaki.
- 2) Prepare a Monitoring Report on the Regional Land Transport Plan for Taranaki.

Power to Recommend to Council

The Regional Transport Committee for Taranaki has the power to:

- 1) Prepare and recommend the Regional Land Transport Plan for approval by the Taranaki Regional Council.
- 2) Prepare and recommend variations to the Regional Land Transport Plan that trigger the RTC 'significance policy'.
- 3) Consider and recommend transportation planning studies and associated outcomes.
- 4) Provide recommendations to relevant Government agencies on transport priorities for the Taranaki region and the allocation of national or regional transport funds.

Regional Transport Advisory Group

The Taranaki Regional Transport Advisory Group (RTAG) is a working group of technical transport officers from various organisations in the Taranaki Region, which advises the Taranaki Regional Transport Committee on matters relating to:

- The development of a Regional Land Transport Plan (RLTP) for the region.
- The development of a significance policy in respect of any variations made to the RLTP and activities to be included in the RLTP.
- Providing any general technical advice and assistance the Committee may request in relation to its transport responsibilities.

The Taranaki Regional Transport Advisory Group will be administered by the Taranaki Regional Council and is made up of representatives of the following organisations:

- Taranaki Regional Council
- New Plymouth District Council
- Stratford District Council
- South Taranaki District Council
- New Zealand Transport Agency
- Any other organisations/individuals invited to participate and advise the Regional Transport Committee on technical matters relating to the Committee's Terms of Reference.

Appendix One: Requirements of the Land Transport Management Act 2003 relating to Regional Transport Committees

105 Regional transport committees

- (1) As soon as practicable after each triennial election, every regional council must establish a regional transport committee under this section for its region.
- (2) Each regional council must appoint to its regional transport committee:
 - (a) 2 persons to represent the regional council; and
 - (b) 1 person from each territorial authority in the region to represent that territorial authority; and
 - (c) 1 person to represent the Agency.
- (3) ... (relates to unitary authorities)
- (4) A person specified in subsection (2)(a) to (c) and (3)(a) and (b) may only be appointed on the nomination of the relevant entity.
- (5) *Repealed*
- (6) Each regional council must appoint from its representatives the chair and deputy chair of the committee.
- (7) At any meeting of a regional transport committee, the chair, or any other person presiding at the meeting,—
 - (a) has a deliberative vote; and
 - (b) in the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).
- (8) *Repealed*
- (9) Despite subsection (1) to (3), 2 or more adjoining regional councils or Auckland Transport and 1 or more adjoining regional councils may agree in writing to establish a joint regional transport committee and prepare a regional transport plan, in which case subsections (4), (6), and (7) apply with all necessary modifications.
 - (9A) ... (relates to joint regional transport committees)
 - (9B) ... (relates to joint regional transport committees)
 - (9C) ... (relates to joint regional transport committees)
 - (10) ... (relates to joint regional transport committees)
 - (10A) ... (relates to joint regional transport committees)
 - (10B) ... (relates to joint regional transport committees)
- (11) If the area of a territorial authority falls into the regions of more than 1 regional council, the territorial authority must decide (after consulting the relevant regional councils) which regional transport committee to join.
- (12) If subsection (11) applies, and a territorial authority fails to decide to join a regional transport committee, the Minister must direct the territorial authority to be represented by a particular regional transport committee.

(13) *Repealed*

(14) For the purposes of subsection (11), region has the same meaning as in section 5(1) of the Local Government Act 2002.

(15) *... (relates to the Auckland Regional Transport Committee)*

106 Functions of regional transport committee

(1) The functions of each regional transport committee (other than the regional transport committee for Auckland) are:

- (a) to prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council; and
- (b) to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.

(2) Each regional transport committee, including the regional transport committee for Auckland, must adopt a policy that determines significance in respect of:

- (a) variations made to regional land transport plans under section 18D; and
- (b) the activities that are included in the regional land transport plan under section 16.

(3) *... (relates to joint regional transport committees)*

107 Procedure of committee

(1) *Repealed*

(2) The provisions of the Local Government Act 2002 and the Local Government Official Information and Meetings Act 1987 concerning the meetings of committees of regional councils, so far as they are applicable and with the necessary modifications, apply in respect of meetings of the regional transport committees.

(3) The Agency is not, as a result of being represented on a regional transport committee, bound to:

- (a) include any matter in a national land transport programme under section 19C; or
- (b) approve an activity or a combination of activities under section 20.

(4) *... (relates to the Auckland Regional Transport Committee)*

Terms of Reference

for Taranaki's

Regional Transport Advisory Group

November 2019–October 2022

Terms of Reference for Taranaki's Regional Transport Advisory Group

Background

The Taranaki Regional Transport Advisory Group (RTAG) is a working group of technical transport officers from various organisations for the Taranaki Region which advises the Taranaki Regional Transport Committee on matters relating to:

- The development of a Regional Land Transport Plan (RLTP) for the region.
- The development of significance policies in respect of
 - any variations made to the RLTP, and
 - activities to be included in the RLTP.
- Providing any general technical advice and assistance the Committee may request in relation to its transport responsibilities.

The Taranaki Regional Transport Advisory Group will be administered by the Taranaki Regional Council.

Objectives

The objectives of the RTAG are to:

1. Provide advice to the Regional Transport Committee, Taranaki Regional Council, central government and other transport organisations as and when necessary.
2. Provide professional support and technical expertise to members of the Regional Transport Committee and other transport organisations as and when necessary.
3. Provide a formalised contact point for transport matters at an officer level.
4. Enable strategic discussions amongst officers of key organisations in Taranaki on matters relating to the delivery of transport projects in the region.
5. Provide a forum for staff of the Taranaki Regional Council, three district councils, New Zealand Transport Agency and other individuals/organisations of relevant technical expertise to share information and ideas.
6. Facilitate opportunities for integration, collaboration and co-ordination.

Functions

The functions of the RTAG are to:

- 1) To provide advice to the Regional Transport Committee on the following matters:
 - a) the preparation and development of a RLTP for the Taranaki region or any variations
 - b) the development of a significance policy in respect of any variations made to the RLTP and activities to be included in the RLTP.

- 2) To provide any technical advice and support the Regional Transport Committee may request on its transport responsibilities generally.
- 3) To provide advice to the Regional Transport Committee on monitoring and reviewing progress towards the adoption and implementation of the Regional Land Transport Plan.
- 4) To advise the Regional Transport Committee on any significant legislative changes, programmes, plans, strategies or reports relating to the region's transport system.
- 5) To liaise with the Ministry of Transport, the New Zealand Transport Agency, the Commissioner of Police, District Councils, KiwiRail, the New Plymouth Airport, Port Taranaki and other interested parties on transport matters, and advise the Regional Transport Committee on any appropriate new initiatives.
- 6) To liaise with neighbouring regions and districts on cross-regional transportation matters, and advise the Regional Transport Committee on any appropriate initiatives relating to these issues.
- 7) To support opportunities to improve understanding of, and integration between, differing modes of transport – including cross-integration points for sea and rail.

Membership

The membership of the RTAG comprises one nominated representative (and an alternate) from the following organisations:

- Taranaki Regional Council – Regional Transport Policy
- Taranaki Regional Council – Public Transport Operations
- New Plymouth District Council
- Stratford District Council
- South Taranaki District Council
- New Zealand Transport Agency – Transport Services Group
- Any other organisations/individuals invited to participate and advise the Regional Transport Committee on technical matters relating to the Committee's Terms of Reference.

It may also be necessary for reference groups to be established which involve support people from the organisations listed above (as deemed appropriate) and which provide specific advice to the RTAG on certain matters – for example maintenance, freight, road safety, passenger transport, rail, environmental, walking and/or cycling, and any other relevant interest groups as appropriate.

Organisation and procedures

• Meetings

Meetings are to take place not less than once every six months and more frequently if required.

It is anticipated that the RTAG will meet approximately once every 6-8 weeks during the 3-yearly development of the Regional Land Transport Plan for the region. Once this Plan is established the RTAG will meet less frequently.

Meetings will be hosted by the Taranaki Regional Council, 47 Cloten Road, Stratford.

- **Convenor**

The Convenor of the RTAG will be one of the nominated members of the Taranaki Regional Council. Should another member of the RTAG wish to request a meeting to be held, this request can be made to the Convenor and a meeting then be established.

- **Attendance**

If nominated members are unable to attend an RTAG meeting, each member must nominate an alternative representative of their organisation who has the member's proxy to attend in their absence.

Each member (or member's alternate) may also invite support or technical advisor/s to attend an RTAG meeting with them. The role of that person/s is to provide advice to the respective member. They do not carry decision-making or voting authority for the purposes of any meeting.

- **Servicing**

Notice of meetings, agenda preparation and meeting notes will be the responsibility of the Convenor, with assistance from member organisation support staff when required. An agenda for the RTAG meeting is to be circulated to members prior to the meeting and, where possible, agenda item contributions from members circulated in good time beforehand.

- **Minutes**

Minutes of each meeting are to be taken. Minutes are to be circulated to meeting attendees and confirmed as accurate at a following meeting.

The meeting minutes may include a list of actions agreed to by participants.

Member responsibility

RTAG members should participate actively in the group and recognise that its success depends on a group effort. Members should recognise that the nature and scope of their roles, responsibilities and experience varies, and that each member has a valid contribution to make.

Members of the RTAG are expected to regularly report back to their respective organisations on matters discussed at meetings.

Voting

Should voting be required, one vote is allowed per organisation of those involved in the Regional Transport Committee.

Reporting

The RTAG acts on behalf of the Regional Transport Committee for Taranaki. As such, communication and feedback to the Committee is critical. A copy of the Minutes of each RTAG meeting is to be presented to the Regional Transport Committee as soon as possible following each RTAG meeting.



Date 17 June 2020

Subject: **Overview of regional transport and core work programme**

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

Document: 2449768

Purpose

1. The purpose of this memorandum is to provide an overview of regional transport and the Committee's core work programme for the new triennium.

Executive summary

2. This item provides an overview of regional transport in terms of the role and core work programme of the Regional Transport Committee (RTC) and its Regional Transport Advisory Group (RTAG).
3. The memorandum summarises the membership, meeting schedule, agenda items and meeting minutes of both the RTC and RTAG. It outlines other national and regional key transport groups that have an impact on the work of the RTC. The core transport planning documents and anticipated work programme over the next three years are outlined.
4. The development of the key policy document, the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* (RLTP 2021) will be a core workstream from now through to 30 April 2021. Once approved by the Council, the new RLTP will be subject to ongoing requests for variation from time to time as new projects come up for funding approval.
5. The importance of the *Government Policy Statement on Land Transport* (GPS) due for final release on 1 July 2020 and its potential effect on the RLTP 2021 is noted. Other workstreams feeding into development of the RLTP 2021 and the National Land Transport Programme are also noted.
6. The memorandum summarises the Council's public transport operations. While these come under the Council's Executive, Audit and Risk Committee, reports on the Council's public transport services are brought before the RTC for their information and input on related policy matters.
7. Finally, the memorandum notes the ongoing advocacy work and work with other key transport groups that will occur over the next three years.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum Overview of regional transport and core work programme.

Background

8. As this is the first meeting of the new triennium, it is appropriate to introduce new members and refresh returning members on key aspects of the role of the Committee, including introducing their advisory group, key documents and previewing the work programme for the next three years.

The Regional Transport Committee

Meeting Schedule

9. It is anticipated that the Taranaki Regional Transport Committee (RTC) will meet four times in 2020, on the following dates:
- ~~Wednesday 25 March 2020~~ cancelled due to COVID-19 Lockdown
 - Wednesday 17 June 2020
 - Wednesday 9 September 2020
 - Wednesday 2 December 2020
10. While meetings are scheduled from 11am, Members are asked to ensure that they are available from 9:30am on those dates as a workshop preceding a meeting is sometimes required to be held on specific matters. Separate workshops may also be scheduled for a particular workstream.

Membership

11. The following table notes the Committee membership for this triennium:

Representing	RTC position	Name	External position
TRC	Chair	Cr Matthew McDonald	Councillor rep. Stratford
TRC	Deputy Chair	Cr Tom Cloke	Councillor rep. New Plymouth
NPDC	Member	Cr Harry Duynhoven	Councillor, New Plymouth District
NZTA	Member	Emma Speight	Director Regional Relationships
SDC	Member	Mayor Neil Volzke	Mayor, Stratford District
STDC	Member	Cr Mayor Phil Nixon	Mayor, South Taranaki District
TRC	Alternate	Cr David MacLeod	Councillor rep. South Taranaki
NPDC	Alternate	Cr Colin Johnston	Councillor, New Plymouth District
NZTA	Alternate	Ross l'Anson	Manager System Management
SDC	Alternate	Cr Jono Erwood	Councillor, Stratford District
STDC	Alternate	Cr Robert Northcott	Deputy Mayor, South Taranaki District

Agendas and minutes

12. Previous Agendas and Minutes of the RTC are available at <https://www.trc.govt.nz/council/meetings/other-committees/regional-transport/?Year=2020>
13. Standard agenda items at *every* meeting:
 - Minutes of previous RTC meeting for confirmation
 - Minutes of any RTAG and SH3WP meetings for information
 - A Regional Report from NZTA provided by the Director of Regional Relationships, including updates on state highway projects of significance to the region.
 - Quarterly operational update on public transport
 - Correspondence and information items
14. Standard agenda items to every *second* meeting:
 - Regional road safety update by the Taranaki Road Safety Action Planning Group, usually fronted by Roadsafe Taranaki Coordinator, Marion Webby, and Senior Sergeant Robbie O'Keefe of the NZ Police.
 - Regional active modes (walking and cycling) update by various involved organisations, including the district councils, NZ Transport Agency and the Taranaki Trails Trust – this is a new regular item proposed by the RTAG.
15. Additional agenda items *as they arise* include:
 - Requests to vary the current Regional Land Transport Plan.
 - Project updates by relevant project managers on state highway projects of significance to the region.
 - Information updates and/or draft submissions on a wide range of transport matters proposed by Government or neighbouring local body authorities – for example, strategies or legislative changes proposed by the Ministry of Transport, the regional land transport plans of neighbouring regions, advocacy for specific projects of importance to the region.
 - Information updates/presentations on transport related matters – for example, digital connectivity improvements underway through Crown Infrastructure Partners.

Regional Transport Advisory Group (RTAG)

Membership

Representing	Name	RTAG role	Organisation position	Office
TRC	Chris Clarke	Public Transport	Transport Services Manager	Stratford
TRC	Fiona Ritson	Coordinator	Policy Analyst	Stratford
TRC	Gray Severinsen	TRC Policy Rep	Policy & Strategy Manager	Stratford
NPDC	Rui Leitao	NPDC Rep	Manager Transportation	New Plymouth
SDC	Steve Bowden	SDC Rep	Roading Asset Manager	Stratford
STDC	Vincent Lim	STDC Rep	Roading Team Leader	Hawera
NZTA	David Perry	Highways Maintenance	Network Manager	New Plymouth
NZTA	Wayne Wallace	Planning & Investment	Principal Investment Advisor, Central	Palmerston North
NZTA	Rob Service	Planning & Investment	Senior Asset Investment Advisor	Palmerston North
NZTA	Shaun Harvey	Planning & Investment	Senior Investment Advisor, Central	Palmerston North
NZTA	Hannah Thompson	Highways General	Journey Manager	Palmerston North
NZTA	Tiffanie Kanon	Highways Maintenance	Network Manager	Palmerston North

Agenda and minutes

16. The RTAG is convened and administered by the Taranaki Regional Council, with meeting agenda items called from the Group prior to each meeting.
17. A copy of the Minutes of each RTAG meeting is presented to the following RTC meeting for Members' information. Further details of the operation of the Group is provided in the separate agenda item introducing the proposed Terms of Reference.

Meeting schedule

18. The Regional Transport Advisory Group (RTAG) usually meet 3-4 weeks prior to each RTC meeting, to ensure they are able to make any necessary recommendations to the Committee. Additional meetings are scheduled for 2020, due to the work associated with development of the *Regional Land Transport Plan 2021*.
19. The majority of RTAG members also attend RTC meetings, both for their information and to support Committee Members with any queries that arise.
20. For information purposes, a calendar is attached providing an overview of the anticipated regional transport meetings for the year. The Committee will note there are a number of meetings scheduled on the calendar in addition to the RTC and RTAG. It is helpful for Members to be familiar with these other groups, so an outline of these is provided below.

Other key transport groups

State Highway 3 Working Party

21. The Council established the State Highway 3 Working Party (SH3WP) in 2002 in response to ongoing concerns about the route security, safety and efficiency of SH3 between Taranaki and Waikato. The group includes representatives from: Taranaki

Regional Council, Waikato Regional Council, New Plymouth District Council, Waitomo District Council, NZ Transport Agency, the Automobile Association, the heavy transport industry, and the NZ Police. The SH3WP generally meets in Mokau twice a year, and is co-chaired by the Chairs of the Taranaki and Waikato RTCs.

<https://www.trc.govt.nz/buses-transport/transport-planning/state-highway-3/>

Road Safety Action Planning Group (RSAP)

22. Roadsafetaranaki is made up of representatives from the three district councils in the region, who have signed a Memorandum of Understanding whereby South Taranaki District Council is responsible for administering and delivering the Community Road Safety Programme on behalf of the group. This group works closely with the Road Safety Action Planning (RSAP) Group made up of representatives from the NZ Police, the NZ Transport Agency, Taranaki District Health Board, Taranaki Regional Council and Accident Compensation Corporation. RSAP meetings are held quarterly, with their location alternating between the district councils. Many members of the RTAG are also members of the RSAP group. As part of its responsibilities, Roadsafetaranaki prepares and submits a 3-yearly Roadsafetaranaki Strategic Plan, which forms part of the RLTP. <http://www.roadsafetaranaki.nz/>

Transport Special Interest Group (TSIG)

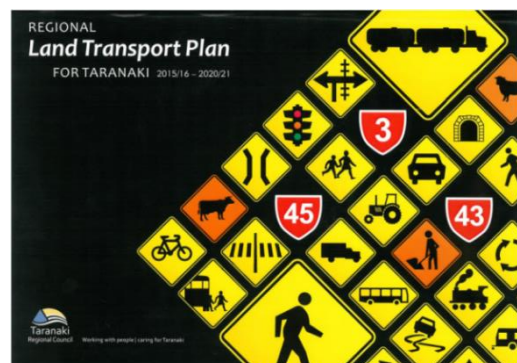
23. This is an officer group established under the Regional Sector of LGNZ. All regional councils, unitary authorities and Auckland Transport are represented on TSIG – being the organisations that are responsible for regional transport planning, identifying regional transport investment priorities (and provision of public transport services). The primary role of the TSIG group is to collaborate and advocate on regional transport matters. It also provides a formal national forum to liaise with the Ministry of Transport and the NZ Transport Agency. The TSIG usually meets in Wellington quarterly. The TRC representatives on the RTAG group are members of TSIG.

Road Controlling Authorities Forum (RCAF)

24. This is a society of road asset managers and roading professionals from all territorial local authorities, the Department of Conservation and the NZ Transport Agency, which meets in Wellington three times a year. The local authority representatives on the RTAG are generally members of the RCAF. <https://www.rcaforum.org.nz/>

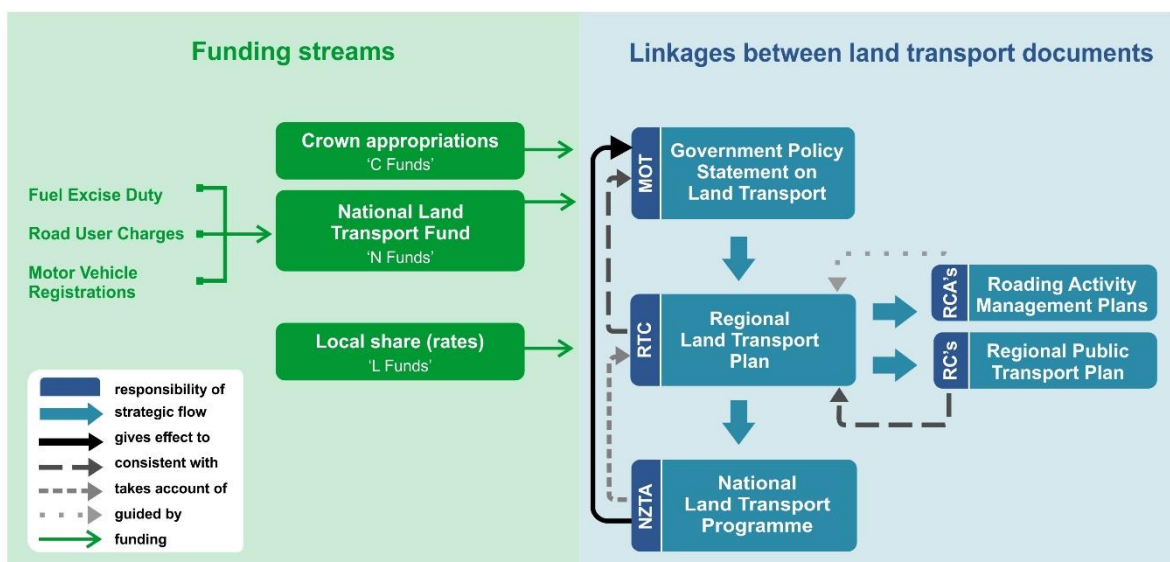
Core transport planning documents and anticipated work programme

25. The core work for the RTC and RTAG through to the end of April 2021 is developing the RLTP 2021, while providing feedback on a variety of national and regional workstreams.
26. Once approved, the RTC and RTAG will consider any requests for variations to the Plan.
27. Also of significance to the RTC's role in land transport, is the delivery of the Council's public transport services, ongoing advocacy on land transport issues of interest or concern to Taranaki, and involvement in key transport groups.



Regional Land Transport Plan (RLTP)

28. The Committee’s statutory responsibility focuses on the preparation and implementation of a Regional Land Transport Plan (RLTP or the Plan), which has a three-yearly planning/ review cycle (to match those of Council Long Term Plans), though a technical lifespan of six years. The Plan is prepared by the Committee on guidance of the RTAG, and is required to be consistent with the Government Policy Statement (GPS) of the time.
29. The RLTP provides strategic direction to land transport in the region, and sets out how the region proposes to invest to achieve its objectives. It has two key components, which reflect the legislative requirements of the *Land Transport Management Act (LTMA)*:
 - a strategic policy framework
 - a list of activities for which organisations in the region are seeking assistance from the National Land Transport Fund.
30. Development of the *Regional Land Transport Plan for Taranaki 2021/22–2026/27 (RLTP 2021)* will be a core workstream from now through to 30 April 2021, when it is due to be lodged with the NZ Transport Agency.
31. The current RLTP, which was reviewed in 2017/18 and has been in effect since 1 July 2018, continues to be operative through to 30 June 2021. In addition to processing any requests to vary the current Plan, annual reports monitoring implementation of the Plan are also undertaken.
32. Once approved by the Council in April 2021, the new RLTP will be subject to requests for variation from time to time as new projects come up for funding approval and will also undergo annual monitoring.
33. The following diagram below illustrates where the RLTP sits in relation to the other key transport planning documents at a national and regional level, along with the core funding streams involved.



34. The operative RLTP, along with other transport planning documents that the Council is responsible for, are provided at <https://www.trc.govt.nz/buses-transport/transport-planning/transport-planning-documents/>

Government Policy Statement on Land Transport (GPS)

35. Every three-years the Government releases a *Government Policy Statement on Land Transport (GPS)*, which sets out the government's priorities for expenditure from the National Land Transport Fund over a 10 year period. It sets out how funding is allocated between activities such as road safety policing, state highway improvements, local and regional roads and public transport.
36. The *Land Transport Management Act 2003 (LTMA)* sets out the scope and requirements for the GPS.
37. The GPS influences decisions on how money from the National Land Transport Fund (the Fund) will be invested across activity classes, such as state highways and public transport. It also guides the NZ Transport Agency and local government on the type of activities that should be included in Regional Land Transport Plans and the National Land Transport Programme (NLTP).
38. The NZ Transport Agency's NLTP contains all the land transport activities, including public transport, road maintenance and improvement, and walking and cycling activities, that the Agency anticipates funding from the National Land Transport Fund over a three year period. It reflects the strategic direction set by the GPS for that period.
39. The Ministry of Transport released a draft *GPS 2021* for formal engagement in late March 2020 (refer to separate agenda item on the applicable submission), with an aimed final release date of 1 July 2020, as this guides the development of all RLTPs for the corresponding period of 1 July 2021 to 30 June 2024. It should be noted that the outcome of the General Election on 19 September 2020 may result in a change to the GPS at a late stage in development of the RLTP. A submission on the *GPS 2021* will be part of the short-term work programme.
40. One of the key aims of the RLTP is to secure national funding through the NLTP for activities within the region.

Other workstreams feeding into development of the RLTP and NLTP

41. In addition to the key guiding document of the GPS, a myriad of national workstreams feed into development of the RLTP and NLTP, a number of which will require input from officers or the Committee either directly or through national groups. These include, but are not limited to:
- MoT's *Road to Zero: National Road Safety Strategy 2020-2030*
 - NZTA's Investment Decision-Making Framework (IDMF)
 - NZTA's *Arataki* (10 Year Strategic View)
 - MoT's *Accessible Streets* package of rule changes
 - NZTA's *Transport Agency Investment Proposal (TAIP)*
 - MoT's *Draft NZ Rail Plan*
 - One Network Framework (ONF)

42. A wide range of additional regional or local workstreams also contribute to development of the RLTP, including:
- Council Activity Management Plans (AMPs)
 - Council Long Term Plans (LTPs) for the four councils in the region
 - Taranaki's *Regional Public Transport Plan (RPTP)*
 - *Tapuae Roa* and *Taranaki Just Transition 2050 Roadmap*

Non statutory strategies

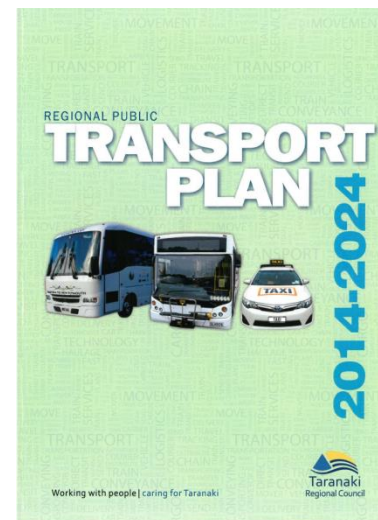
43. The Taranaki Regional Council has two non-statutory strategies in place directly concerning transport, both of which are due for review:
- *Regional Walkways and Cycleways Strategy for Taranaki*
 - *Regional Stock Truck Effluent Disposal Strategy for Taranaki*

Public Transport

44. Delivery of the Council's public transport services come under the mandate of the Executive, Audit and Risk Committee rather than the Regional Transport Committee. However, quarterly operational reports are brought before the RTC for their information, and related policy matters are brought before the RTC for their input.

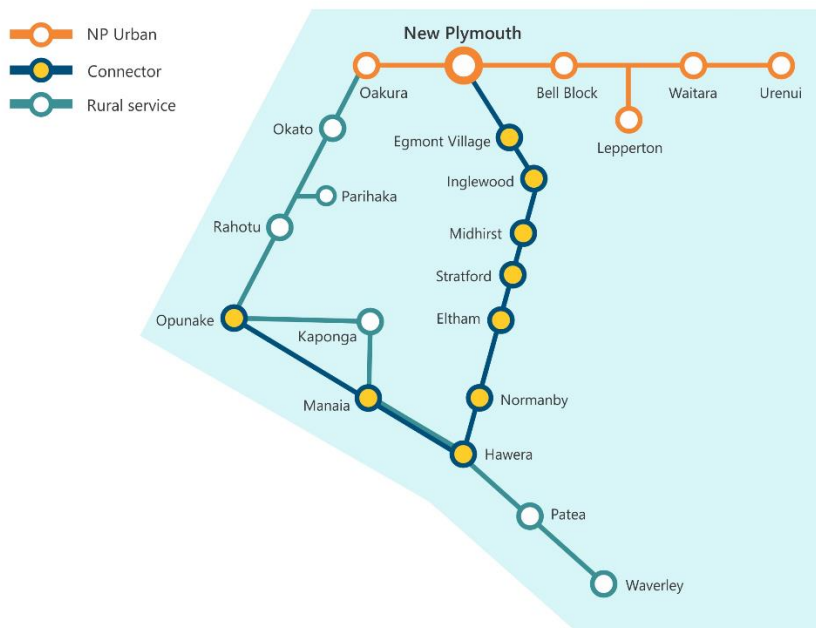
Regional Public Transport Plan (RPTP)

45. The purpose of the RPTP is to provide:
- a means for encouraging regional councils and public transport operators to work together in developing public transport services and infrastructure; and
 - an instrument for engaging with the public in the region on the design and operation of the public transport network; and
 - a statement of:
 - i. the public transport services that are integral to the public transport network; and
 - ii. the policies and procedures that apply to those services; and
 - iii. the information and infrastructure that support those services.
46. The RPTP is being reviewed currently. A discussion document was circulated to key stakeholders in the last quarter of 2019. The feedback received on the discussion document is informing current preparation of a draft RPTP for public consultation. If necessary, a hearing of submissions will be held before the Plan is approved by the Council.
47. A regional network review of services will follow adoption of the Plan.



Current Network

Taranaki public transport services



Operational responsibilities - bus services

48. Public transport services provided by the Council are as follows:

Citylink covering New Plymouth, Bell Block Waitara and Oākura

- 9 urban services Monday to Friday
- 2 urban services Saturday
- 27 school services Monday to Friday (school terms only). Extends north to include Urenui and Tikorangi.

Connector from Hāwera to New Plymouth via SH3

- 1 service providing four return services Monday to Friday, with the first and last service from/to Ōpūke
- WITT and TDHB funding partners

Southlink covering south and coastal Taranaki

- Waverley to Hāwera – Tuesday and Thursday
- Ōpūke to Hāwera – Friday
- Ōpūke to New Plymouth – Friday.

49. The services are all operated under contract to the Council. The services have different contract review or renewal dates and the services are closely monitored by the Council. The contracts for two services are due for renewal in the next three years.

Operational Responsibilities – Total Mobility

50. Under the Total Mobility scheme, the Council provides transport assistance to help people with impairments to get out and about in their communities.
51. Total Mobility is a nationwide scheme aimed at assisting people with impairments to become more mobile and active in the community by providing transport assistance through approved taxi companies and companion driving services.
52. The Council's Total Mobility Scheme provides discounted fares for eligible members who otherwise have no or limited access to public transport services. Whatever the need, including getting to medical appointments or to the supermarket, Total Mobility makes it easier by saving the member up to half the cost of a normal fare, with a maximum subsidy of \$20 (GST inclusive) per trip.
53. Approved Total Mobility transport operators are as follows:
 - Energy City Cabs – New Plymouth
 - New Plymouth Taxis – New Plymouth
 - Freedom Companion Driving – New Plymouth
 - Driving Miss Daisy – New Plymouth
 - TE Taxis – New Plymouth
 - Stratford Taxis – Stratford
 - STOPS – Hāwera
54. The Ironside Vehicle Society receives maximum annual funding of \$65,000 per year from the Council.
55. Quarterly reports on the Total Mobility Scheme form part of the Agenda for the RTC meetings.



Current PT projects

56. Current PT projects being worked on include:
 - Regional Integrated Ticketing System (RITS) – nine council joint procurement project to implement a new on-bus ticketing system including a customer card management website
 - Review of Regional Public Transport Plan followed by a regional network review of services
 - Implementation of a new nation-wide council Total Mobility Management System
 - Progressing towards a bus-App
 - Participating in NPDC's development of Integrated Transport Strategy.

Advocacy

57. As previously indicated, the RTC and RTAG will be involved in a wide range of advocacy work responding to the operational and policy work of national and other regional land transport organisations.

58. In addition to those already mentioned, there will likely be comment on proposed national speed management guidelines, the New Zealand Rail Plan, proposed draft RLTP's of neighbouring region's Waikato Regional Council and Horizons as well as other policy initiatives that will arise over the next three years.

Involvement with key transport groups

59. There will be ongoing involvement in the work of key transport groups including the State Highway 3 Working Party, the Road Safe Action Planning Group, the Road Controlling Authorities Forum and the Transport Special Interest Group.
60. Involvement with these groups will require the attention of staff and the RTC to be aware of ongoing and emerging issues that will be of interest to the Committee.
61. The RTC will be fully briefed on developments involving key transport groups.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

65. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 2517027: 2020 Calendar for Regional Transport as at 8 June 2020

2020 Calendar - Regional Transport

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	School Terms
Dec	23	24	25 Xmas Day	26 Boxing Day	27	28	29	
	30	31	1 New Year's Day	2 New Year stat	3	4	5	
January	6	7	8	9	10	11	12	
	13	14	15	16	17	18	19	
	20	21	22	23	24	25	26	
	27	28	29	30	31	1	2	0
February	3	4	5	6 Waitangi Day	7	8	9	1
	10	11	12	13 RSAP STDC	14	15	16	2
	17 TRC Exec.	18	19	20 TSIG Wgtn	21 TSIG Wgtn	22	23	3
	24	25 TRC Ord.	26	27	28	29	1	4
March	2	3	4 RTAG 10:00am	5	6	7	8	5
	9 Taranaki Anniv. Day	10	11	12	13	14	15	6
	16	17	18	19	20	21	22	7
	23	24	25 RTC 11:00am	26	27	28	29	8
	30 TRC Exec.	31	1	2	3 RCAF Wgtn	4	5	9
April	6	7 TRC Ord.	8	9	10 Good Friday	11	12	10
	13 Easter Monday	14	15	16	17	18	19	
	20	21	22	23	24	25	26	
	27 Anzac Day	28	29	30	1 SH3WP Mokoau	2	3	1
May	4	5	6	7	8	9	10	2
	11 TRC Exec.	12	13	14 RSAP NPDC	15	16	17	3
	18	19 TRC Ord.	20 TSIG Remote	21 TSIG Remote	22 TSIG Remote	23	24	4
	25	26	27 RTAG 10:00am	28	29	30	31	5
June	1 Queen's Bday	2	3	4	5	6	7	6
	8	9	10	11	12	13	14	7
	15	16	17 RTC 11:00am	18	19	20	21	8
	22 TRC Exec.	23	24	25	26	27	28	9
	29	30 TRC Ord.	1 RLTP workshop	2	3	4	5	10
July	6	7	8	9	10	11	12	
	13	14	15	16	17	18	19	
	20	21	22	23	24	25	26	1
	27	28	29	30	31	1	2	2
August	3 TRC Exec.	4	5	6	7 RCAF Wgtn	8	9	3
	10	11 TRC Ord.	12 RTAG 10:00am	13 RSAP SDC	14	15	16	4
	17	18	19	20 TSIG Wgtn	21 TSIG Wgtn	22	23	5
	24	25	26	27	28	29	30	6
	31	1	2	3	4	5	6	7
September	7	8	9 RTC 11:00am	10	11	12	13	8
	14 TRC Exec.	15	16	17	18	19	20	9
	21	22 TRC Ord.	23 RTAG 10:00am	24	25	26	27	10
	28	29	30	1	2	3	4	
October	5	6	7	8	9	10	11	
	12	13	14	15	16	17	18	1
	19 TRC Exec.	20	21 RTAG 10:00am	22	23	24	25	2
	26 Labour Day	27	28	29	30	31	1	3
November	2	3 TRC Ord.	4	5	6 SH3WP Mokoau	7	8	4
	9	10	11 RTAG 10:00am	12 RSAP STDC	13	14	15	5
	16	17	18	19 TSIG Waikato	20 TSIG Walk (RCAF)	21	22	6
	23	24	25	26	27	28	29	7
	30	1	2 RTC 11:00am	3	4	5	6	8
December	7 TRC Exec.	8	9	10	11	12	13	9
	14	15 TRC Ord.	16	17	18	19	20	10
	21	22	23	24	25 Xmas Day	26	27	
	28 Boxing Day	29	30	31	1	2	3	
Jan	4	5	6	7	8	9	10	
	11	12	13	14	15	16	17	

KEY: Statutory holiday TRC closed Not current year Mtg out of region

RTAG = Regional Transport Advisory Group

RTAG = Regional Transport Advisory Group

SH3WP = SH3 Working Party

RST / RSAP = Road Safety Action Planning

TSIG = Transport SIG (nationwide)

RCAF = Road Controlling Authorities Forum (nationwide)



Date 17 June 2020

Subject: **Minutes Regional Transport Advisory Group**

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

Document: 2450880

Recommendations

That the Taranaki Regional Council:

- a) receives the confirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 6 November 2019
- b) receives the confirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 4 March 2020
- c) receives the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 27 May 2020.

Appendices/Attachments

Document 2367013: Regional Transport Advisory Group Meeting Minutes - 6 November 2019

Document 2441591: Regional Transport Advisory Group Meeting Minutes - 4 March 2020

Document 2509124: Regional Transport Advisory Group Meeting Minutes - 27 May 2020

Taranaki Regional Transport Advisory Group (RTAG) Meeting

MINUTES

Date	Wednesday 6 November 2019 at 10.00am	
Venue	Taranaki Regional Council, 47 Cloten Road, Stratford	
Present	Rui Leitao (RL)	NPDC
	Steve Bowden (SB)	SDC
	Vincent Lim (VL)	STDC
	Wayne Wallace (WW)	NZTA
	Robert Service (RS)	NZTA
	David Perry (DP)	NZTA
	Shaun Harvey (SH)	NZTA
	Tiffanie Kanon (TK)	NZTA
	Junine Stewart (JS)	NZTA (Via Zoom)
	Fiona Ritson (FR)	TRC
	Chris Clarke (CC)	TRC
	Gray Severinsen (GS)	TRC
	Siubhan Green (SG)	TRC
Apologies	Hannah Thompson (HT)	NZTA
	Lyndon Hammond (LH)	KiwiRail

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <p>The group welcomed Robert Service (who has replaced Paul Murphy) and Tiffanie Kanon.</p> <p>Also welcomed was guest Junine Stewart who called in via Zoom to present to the group.</p>	
2.	<p>Minutes of last meeting on 21 August 2019</p> <p>The previous minutes of the RTAG meeting held on Wednesday 21 August 2019 were accepted as true and correct.</p> <p>Matters arising:</p> <ul style="list-style-type: none"> Both the Ahititi Stock Effluent and Pre-Treatment Facility Upgrade, and the NZTA SH Speed Management Guideline Implementation variations were passed at the September RTC meeting. FR has a Thank You card for Paul Murphy for WW to take back with him. 	
3.	<p>Safe Network Programme</p> <p>JS provided the group with a PowerPoint presentation via Zoom. The presentation covered off on: the current safety problems New Zealand is facing, what the Safe Network Programme (SNP) and the Safe System are, funding pathways and</p>	

Item	Agenda subject	Action
	<p>TEFAR, the <u>Standard Safety Intervention Toolkit</u>, and an overview of the Taranaki region. Nationally the SNP has a target of saving 160 DSIs per year.</p> <p>JS gave the following examples:</p> <ul style="list-style-type: none"> • A recent application for funding approval through the SNP took 7 weeks to turn around, as opposed to an anticipated 8-month turn around through traditional methods. • Following an \$800k low cost/low risk application in the Waikato region, it was determined that from a safety intervention perspective, a roundabout was the preferred option, however this would increase the funding requirement to \$1.3m. The SNP provided for the difference in funding. <p>DP posed a question around structures and JS indicated that bridge replacements are not presently included within the SNP, however she acknowledged that there needed to be a conversation around it given the issue it poses in the region (especially single lane bridges) and JS will take it back for review. FR will draft a letter to assist in the discussion.</p> <p>RL had questions addressing the NOP and plans for the next RLTP, wanting to know if he could include items. Given the current integration between SH and urban areas in NPDC he is looking for opportunities to develop partnerships for design, and resolve issues alongside each other. It was suggested that RL make contact with Tim Siau (NZTA) for SH proposals. WW to confirm Tim is correct contact. RL was specifically interested on seeking immediate funding approval for the Moturoa intersection. With a small amount of additional funding RL believed a better solution can be achieved. RL was to contact JS along with DP to discuss.</p> <p>The presentation was subsequently distributed via email to the group along with relevant links and contact details for JS on 7 November 2019.</p>	<p>FR</p> <p>WW</p> <p>RL</p>
<p>4.</p>	<p>KiwiRail matters</p> <p>The Group expressed significant disappointment and frustration that the long-planned attendance by KiwiRail at the meeting was not forthcoming. All had issues and queries that they were hoping to discuss, as had been outlined to KiwiRail in the lead up to the meeting (points noted below for ease of reference).</p> <p>The scheduled representative advised just the day prior to the meeting that they would not be coming, as would not be in a position to speak about the Future of Rail project – though this itself was not the key focus for the Group today.</p> <p>FR noted the agreement between KiwiRail and Port Taranaki with six log wagons a day being railed from Eastown (Whanganui) to Port Taranaki, as per media releases forwarded to Members in October.</p> <p>FR noted that improving liaison with KiwiRail is increasingly important on a number of fronts, especially given the new mode-neutrality of the GPS, and she will continue to work on this.</p> <p><i>“It will be great to have a conduit within KiwiRail who can help us navigate the organisation and link us into workstreams/updates as needed.</i></p>	<p>FR</p>

Item	Agenda subject	Action
	<p><i>As promised, here are some key interest areas for us to help you prepare for the upcoming Taranaki RTAG meeting on 6 November:</i></p> <ul style="list-style-type: none"> • <i>Brief overview of changes happening within KiwiRail and the Future of Rail project.</i> • <i>Railway crossing issues/improvements – KiwiRail policy, processes, funding, responsibilities.</i> • <i>Creating active mode pathways alongside the rail corridor – concession process, key contacts, how to improve/expedite as this is historically challenging (e.g. the South Taranaki DC has been in discussion with KiwiRail regarding a shared pathway from SH3 Hawera to Normanby for some time).</i> • <i>Progress with (PGF funded) log train investigations given the increasing forestry harvesting in the region.</i> • <i>Update on status and thinking on future of the Stratford to Okahukura Line (SOL) – noting the 30 year lease to Forgotten World Adventures tourism venture; suggestions (by new CEO) of being re-opened all the way to Taumarunui for national resilience; rumour of being re-opened on timeshare basis for log train from Te Wera forestry block.</i> • <i>Update on traffic levels and thinking on future of Marton to New Plymouth Line (MNPL).</i> <p><i>We're keen to improve our relationship and mutual understanding with KiwiRail in any way, so please include anything additional you think would be useful for us to know."</i></p>	
5.	<p>Preparation for new triennium 2020-2022</p> <ul style="list-style-type: none"> • Proposed meeting calendar for 2020 FR has amended and added some dates based on feedback. RTC dates still to be confirmed by Council but are unlikely to change. FR invited the members to advise of any required changes. SG will put the meeting dates into the members' calendars. Please confirm (at least with a tentative initially) and then confirm attendance 2 weeks prior. • Retaining 10am starts for RTAG meetings The members all agreed to retain the 10am start time. • Potential items for future RTC meetings <ul style="list-style-type: none"> ○ FR proposed a regular Active Modes update item (potentially to alternate meetings to the current Road Safety Update item), comprising updates from each of the RCAs (including NZTA's active modes team), and the developing Tracks and Trails Trust, as well as any policy/strategy developments. ○ Continue to maintain pressure on NZTA to provide presentations on regional SH projects (Mark Owen is contact) ○ Updates on NP Airport and NP District Plan proposals ○ Updates from KiwiRail and Port Taranaki ○ Updates from Crown Infrastructure ○ REG/ONRC. <p>FR emphasised the importance of posing questions when external organisations attend. Anything further to add, please advise FR.</p>	SG / ALL

Item	Agenda subject	Action
	<ul style="list-style-type: none"> <p>Updating RTAG Terms of Reference (TOR) and Membership Discussions were held around potential updates to the current TOR for the RTAG, including NZTA's recent structural changes being updated in the membership (Transport Services Group now includes SH planning). The Group agreed with CC's suggestion to broaden the terms used within the document (e.g. 'Transport' rather than 'Land Transport'), to better reflect the cross-integration and system-wide approach increasingly sought. Ensure voting rights for the RTAG are clarified as being one per organisation that sits on the RTC. FR will update draft TOR to reflect discussions and circulate to Group.</p> <p>It was agreed that there would be value in having a regular opportunity to liaise as a Group with the Port, DOC, KiwiRail and NP Airport – to increase their understanding of investment decisions being made on the network to their assets. This could be done similarly to the LAGC meetings which are held in the hour prior to each second RTAG meeting, or as part of the last hour of the RTAG meeting itself. FR will investigate best way to facilitate this.</p> <p>MOU on Stratford District's transport matters Because the Stratford District spans two regional authorities, the LTMA requires that, as soon as possible following each triennial elections, a three way MOU is created between TRC, SDC and Horizons to formalise which of the regions Stratford wishes to join in respect of transport matters for the 2019-22 triennium. FR will ensure the initiating letter from TRC is with SB shortly to ensure that it can be put before the next SDC meeting.</p> 	<p>FR</p> <p>FR</p> <p>FR/SG</p>
6.	<p>Round table</p> <p>NZTA (WW)</p> <ul style="list-style-type: none"> • MOT's draft GPS 2021 is expected to be released for engagement in early 2020. • Arataki (means "wayfinding") is NZTA's new 10-year investment plan, replacing the LTSV. Arataki will focus on a higher level evidenced-based approach to investment. An engagement draft on Arataki is likely in early 2020 also. • TAIP list to be signed off by the NZTA Board in June 2020, and can then be supplied to RTCs for incorporating into RLTPs. • Minister of Transport expected to release the NZ Rail Plan in November. • 27 November 2019 is the last Board meeting for the year. <hr/> <p>SDC (SB)</p> <ul style="list-style-type: none"> • A Walking/Cycling Strategy is under development with a focus on getting children riding bikes and boosting recreational cycling. Consultation with schools is about to get underway to gather information as to why children are choosing not to walk/cycle to school. SB is working with TK to assess safe crossing points along SH3. Two points have been established thus far; near Page Street at the southern end of town, and on Seyton Street near the Caltex at 	

Item	Agenda subject	Action
	<p>the northern end of town. Once the information is collated, there will be a workshop with the councillors before the end of the year regarding the consultation with the schools. It will be a long term project. Key North West and South East corridors have been identified but will await results from schools.</p> <ul style="list-style-type: none"> • There was a council meeting held at the end of September regarding a decision on the future of the Whangamomona Road, which presented four options. <ol style="list-style-type: none"> 1. Do nothing 2. Road stopping 3. Take the road back in its entirety 4. Create a bylaw specific to the road <p>Council adopted option 4. SDC will retain low level maintenance with restrictions in place via bylaws. In winter the road will be closed. Hope to have it all in place by July 2020, with the intention to bring it up to par over the next 3 years at an anticipated cost of \$100k each year, with ongoing maintenance thereafter.</p> <ul style="list-style-type: none"> • Following the speed limit bylaw review, 7 respondents were all in favour. All urban streets will be 50km. The new bylaw will come into effect on 1 February 2020. • Tenders have now closed for the ANZ bank demolition on Prospero Place. Once removed, the area will have topsoil and grass in preparation for the Christmas tree which is hope to be erected on the spot. • An extension to Brecon Road with the inclusion of 2 bridges to create a single road has been added to the RLTP in order to connect the Northern and Southern ends of Stratford. There is an expected cost of \$5-6m and a completion timeframe of 2026/27. • Waiting to hear the outcome of the PGF application for completing the sealing of SH43 which went to the Ministry with an estimated cost of \$10M. It was presented on the basis of economic benefit given the gains to be made through tourism. • FR queried whether the ONRC classification change of SH43, which formed part of the Abley report, was still on the radar for NZTA – FR will follow up. <hr/> <p>STDC (VL)</p> <ul style="list-style-type: none"> • Negotiations with property owner at Nukumaruru Station Road are ongoing. Likely a new Business Case will have to be completed if negotiations successful. • Powerco charging station install has been delayed. • NZTA have endorsed new Procurement Strategy. Professional services have been brought in-house. • New Cultural Centre in Hawera is awaiting consents. • Revitalisation of small towns project progressing. • Roding bylaw approved. 	FR

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Hawera to Normanby pathway – still assessing options. • Investigation into extending pathway around Lake Rotokare. <hr/> <p>NZTA (RS)</p> <ul style="list-style-type: none"> • Robert spoke about his background prior to his recent appointment at NZTA. • RL invited RS to accompany him to look at the Ahititi stock truck effluent site to inform him about the renewal project. DP noted the robust methodology Kevin Munisamy had applied in developing a solution. <hr/> <p>NZTA (DP)</p> <ul style="list-style-type: none"> • Renewals are underway: <ul style="list-style-type: none"> ○ Started year well with first two rehabs sealed at end of October. ○ Now progressing to Rehabs 3 & 4 on the programme to be completed before Xmas. ○ Just started work on 44 St Aubyn Street, SH3 Glover Rd roundabout underway. ○ Completed 4 AC sites and 12 reseal sites – as part of the 2019/20 renewals programme. • Emergency works: <ul style="list-style-type: none"> ○ Tunnel Hill – SH43 still closed, looking at temporary option, and permanent repair ○ West Otunui – consent application being prepared ○ Hospital Hill – Drainage works underway and retaining wall design pricing being finalised. • TNOC20 – tender due out in near future for Taranaki network maintenance. <hr/> <p>NPDC (RL)</p> <ul style="list-style-type: none"> • There has been one Network Operating Plan (NOP) workshop so far, with two more expected. Some of the available data is not creating a clear enough picture. There needs to be a tighter brief on what to bring to the workshops. • RL wants a workshop specifically for SH projects and to discuss who inputs them in TIO. He is currently trying to get contacts from NZTA regarding those who can make decisions. • RL commented on the Integrated Transport Strategy being developed. Process will include assessing changes such as current road usage, encouraging only local cars into the centre of the CBD, with consideration given to removing the one way system. The strategy will help inform future District Plans. • Following the road safety review, 50% of respondents felt that cars drive too fast and unsafely. Respondents confused over difference between local road and SH ownership with mixed feedback. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Liz Beck will be going on maternity leave at Christmas, and Tracey Mitchell will be taking over the project management of the New Plymouth road safety review from Liz. • Moturoa SH improvement designs are being finalised. • NZTA have given approval for the design process of the walking/cycling facility from the bridge to the golf course. • NPDC are going to purchase the GHD Max software, a tool which can be used for identifying gaps and holes. The cost for a single user is \$10k pa however this can be reduced if multiple users apply for the package. With SDC and STDC the cost would be less. RL will provide the costings to SB and VL for them to consider. • Pavement rehabs have started, road markings have started and the reseals program is ready to go. • The Vogeltown School safety improvements are proceeding. • The NPGHS (lower Mangorei Road) safety improvements plans have been consulted on and are going to Council for approval. • RL is taking an item to council regarding the maintenance of uneconomic roads (private roads). • The carpark at the top of Egmont Road is highly congested and has been almost chaotic with traffic and people. As such, a carpark (park and ride area) is being constructed, and during the summer months people will be shuttled up. • There is a lot of staff movement with a number of new staff members. • Te Rewa Rewa bridge maintenance project is proving far more expensive than anticipated due to it being over water and its unique shape. <hr/> <p>NZTA (SH)</p> <ul style="list-style-type: none"> • Currently working with VL on Nukumaru Station Road. • Working with NPDC on the shared coastal pathway. • Collaborating with NPDC on Airport Drive. • Tracy Mitchell is the Project Manager in RL's team for both the shared pathway and Airport Drive. <hr/> <p>NZTA (TK)</p> <ul style="list-style-type: none"> • No updates but an open invitation to ask questions and have discussions via email. TK will be contact for all Low Cost Low Risk (formerly Minor) Improvements. <hr/> <p>TRC (CC)</p>	<p>RL</p>

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • The RPTP discussion document is out. • RITS – Horizons is due to launch 1 Dec but this is still to be confirmed. There are still issues. Taranaki is still looking at an April 2020 launch. • Buses will be put on each Saturday (as opposed to the usual 2 routes available) during December and will be free for the Christmas parade on Sat Nov 30. 	
7.	<p>Updates on national workstreams</p> <p>Limited information available as many things are at Board/Ministerial level currently.</p> <p>MoT's development of GPS2021 will be available for engagement in early 2020.</p> <p>Brief update on NZTA's Arataki provided by WW in Item 6.</p>	
8.	<p>Development of RLTP 2021-27</p> <p>FR suggested a process and approximate timeline for the Group's consideration.</p> <ol style="list-style-type: none"> 1. Propose utilise the RLTP template which the TSIG group are developing. 2. Jan-Apr 2020 – Review strategic front end of Plan, including transferring into the new template format. 3. May-Jun 2020 – Check/confirm strategic front end of Plan, including holding a facilitated workshop with RTAG/RTC and key stakeholders. 4. Jul 2020 – Finalise strategic front end of RLTP in order to guide AO's development of their transport programmes. 5. Aug-Oct 2020 – AOs to prepare their draft programmes of activities in TIO. 6. Oct-Nov 2020 – Develop regional programme of activities including prioritisation of regionally significant activities. 7. Dec2020-Feb2021 – Public consultation on full draft RLTP 2021-27. 8. Mar-Apr 2021 – Hearing of Submissions, deliberations, finalisation of Plan. 9. Apr 2021 – Approval of revised Plan, adoption by Council and submission to NZTA. <p>The members were all in agreement with the proposed process. It was noted that the above timeframe is dependent on a range of external documents (eg GPS2021 and TAIP2021) being available on schedule.</p>	
9.	<p>General Business</p> <p>SB – NZTA advised Points of Entry documents must be redone for Activity Management Plans (AMP).</p> <p>SB – Advised One Network Framework (ONF) will replace current ONRC. Focus is on movement and place. Uses a 5x5 matrix. Term ONRC is still to be used in documents until change is officially adopted.</p>	

Item	Agenda subject	Action
	FR queried the term 'SH limited access'. Response - term relates to a limitation placed on the number of access points into the SH. E.g. a new subdivision may create a desire to place a number of driveways accessing into the SH, however the limitation would restrict this. SH3 is a limited access SH.	
11.	<p>Next meeting</p> <p>Scheduled for Wednesday 4 March 2019</p> <p>Meeting closed 12.37pm</p>	

Acronyms commonly used in RTAG meetings

Acronym	Meaning
AC	Activity Class
AG2MM	Awakino Gorge to Mt Messenger Programme
AMP	Asset or Activity Management Plan
BC	Business Case
CMP	Corridor Management Plan
DC	District council
DSI	Deaths and Serious Injuries
GIS	Geographic Information System
GPS	Government Policy Statement on Land Transport
HNO	Highways & Network Operations section of NZTA
IAF	NZTA's Investment Assessment Framework
ILM	Investment Logic Mapping
LOS	Levels of Service
LTP	Long Term Plan
LTV	Long Term View
NOC	Network Outcomes Contract
NOF/NOP	Network Operating Framework/Networking Operating Plan
NPDC	New Plymouth District Council
NZTA	New Zealand Transport Agency
ONRC	One Network Rooding Classification
PGF	Provincial Growth Fund
POE	Point of Entry (initiation of a business case)
RAMM	Road Assessment and Maintenance Management database
RAPT	Review and Prioritisation Team
RCA	Road Controlling Authority
REDS	Regional Economic Development Strategy
RLTP	Regional Land Transport Plan
RSTES	Regional Stock Truck Effluent Strategy
RTAG	Regional Transport Advisory Group
RTC	Regional Transport Committee
RWCS	Regional Walkways and Cycleways Strategy
SDC	Stratford District Council
SH	State Highway
SHIP	State Highway Investment Proposal
SIG	Special Interest Group
SNP	Safe Network Programme
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
TAIP	Transport Agency Investment Proposal
TEFAR	Targeted Enhanced Financial Assistance Rate
TP	Transport Programme
TRC	Taranaki Regional Council
TSIG	Transport Significant Interest Group
VDAM	Vehicle Dimensions & Mass
WAC	Walking Access Commission
WWTP	Waste Water Treatment Plant

Taranaki Regional Transport Advisory Group (RTAG) Meeting

MINUTES

Date Wednesday 4 March 2020 at 10.00am

Venue Taranaki Regional Council, 47 Cloten Road, Stratford

Present

Rui Leitao (RL)	NPDC
Steve Bowden (SB)	SDC
Vincent Lim (VL)	STDC
Steve Broome (SBr)	STDC
Wayne Wallace (WW)	NZTA
Tiffanie Kanon (TK)	NZTA
Rob Service (RS)	NZTA
Fiona Ritson (FR)	TRC
Chris Clarke (CC)	TRC
Gray Severinsen (GS)	TRC
Kevin Munisamy (KM)	NPDC
Liesl Davidson	TRC – Administrative support

Apologies David McGonigal, David Perry, Shaun Harvey, Hannah Thompson

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <p>The group welcomed attendees and apologies were noted.</p>	
2.	<p>Minutes of last meeting on 6 November 2019</p> <p>The previous minutes of the RTAG meeting held on Wednesday 6 November 2019 were accepted as true and correct.</p> <p>Matters arising:</p> <ul style="list-style-type: none"> NPDC purchase of GHD Max Software has gone ahead. 	
3.	<p>Preparation for New Triennium 2020-2022</p> <p>Revised RTAG Terms of Reference – agreement sought to recommend changes to RTC</p> <p>FR noted the changes that had been made based on previous discussions. All members were happy with the revised terms of reference and endorsed that it be recommended to the RTC.</p> <p>Confirm members of RTC and RTAG</p>	

Item	Agenda subject	Action
	<p>RTC</p> <ul style="list-style-type: none"> • TRC – Cr Matt McDonald is Chair, Cr Tom Cloke is Deputy Chair. It was noted that Tom retired from his heavy vehicle industry role at the end of February 2020. • SDC – Mayor Neil Volzke, Cr Jono Erwood as alternate • NPDC – Cr Harry Duynhoven, Cr Colin Johnston as alternate • STDC – Mayor Phil Nixon, Deputy Mayor Rob Northcott as alternate • NZTA – Emma Speight, Ross I Anson as alternate. Ross will generally attend all meetings as support in his Highways capacity. <p>RTAG</p> <ul style="list-style-type: none"> • SDC – Steve Bowden, Vivek Regmi as alternate. Vivek is still a graduate. • STDC – Vincent Lim, Steve Broome as alternate until further Notice. • NPDC – Rui Leitao, Matt Richardson as alternate. • NZTA – Wayne Wallace, Rob Service, David Perry, Shaun Harvey and Hannah Thompson. Tiffanie is the alternate for David Perry and David McGonigal. • There remains a gap in representation from NZTA for state highway projects, which is an ongoing issue. This is particularly important during the development of the RLTP. FR noted that this matter was covered in a letter sent to NZTA by the new RTC Chair. 	
4.	<p>RLTP Annual Monitoring report for 2018/2019</p> <ul style="list-style-type: none"> • Feedback needed on the draft that was emailed out for review. There were specific queries highlighted that need clarification. Details need to be confirmed with FR by the end of the week. • Once sections are completed, it will be recommended to RTC. • There was brief discussion on a potential change to the reporting approach taken. FR believes this reporting could be completed more efficiently in the future, and will come back to the group with ideas for consideration. 	<p>All</p> <p>FR</p>
5.	<p>Significant national workstreams</p> <p>Arataki</p> <p>A discussion was held regarding NZTA’s <i>Arataki</i> document, the link for which was sent out in the Agenda. Points noted in the discussion were:</p> <ul style="list-style-type: none"> • Arataki is a national document broken down into regional and inter-regional sections. FR noted that the document is much better structured than the previous LTSV version. • NZTA would like feedback on the document to ensure the activities and priorities for the region are correct. • NZTA advised at a national level that further detail of the evidence base would be shared with councils, however this has not yet been received. 	<p>WW to follow up</p>

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Please look at the Taranaki section and send feedback to FR, she will then compile and pass on to NZTA. • NZTA feel they have lost touch with their regions so regional teams have been set up, the purpose of this is to provide a “one stop shop” for information. FR requested details of the regional team for Taranaki. <p>Tackling Unsafe Speeds Programme</p> <ul style="list-style-type: none"> • Reference was made to presentation slides from TSIG which were circulated as part of the Agenda. • FR noted that the proposal to change the speed limit setting system away from local bylaws and towards regional and national speed management plans are significant for both RCAs and the RTC. • The MoT is presenting on this, as well as other matters, at the RTC meeting on 25 March, and then holding a technical workshop that afternoon. It is important that this is well attended so please share among teams to ensure there is plenty of relevant people there. <p>Land Transport (NZTA) Legislation Amendment Bill</p> <ul style="list-style-type: none"> • TRC submitted on the related <i>Land Transport (NZTA) Legislation Amendment Bill</i>, with one key concern being that there was no consideration given to resourcing the proposed increase in workload for RTCs. • Timeframes did not allow for the submission to be brought to the RTAG or RTC, so TRC’s Executive, Audit and Risk committee received it on Monday 17 February. It will go to the RTC for their information. <p>Land Transport (Rail) Legislation Amendment Bill</p> <ul style="list-style-type: none"> • TRC supported the TSIG submission on this and did not submit separately. A copy of the TSIG submission will go to the RTC for their information. • MoT’s presentation and workshop on 25 March includes the Future of Rail. <p>NZTA’s development of NLTP2021 including revising the IDMF</p> <ul style="list-style-type: none"> • The Investment Decision-Making Framework (IDMF) for the NLTP2021 is being reviewed currently. Key changes are looking at how to appropriately include non-monetised benefits, the potential increasing of the Low Cost / Low Risk threshold from \$1M, and streamlined standard safety interventions up to \$5M. <p>Transport Agency Investment Proposal (TAIP) for 2021</p> <ul style="list-style-type: none"> • WW presented a very early draft spreadsheet for the Taranaki TAIP, which he will forward out to the Group. • The below questions were raised, to which WW will source the answers: <ul style="list-style-type: none"> – Why has the SH3 New Plymouth to Hāwera project been removed? – Why the long proposed WeighRight stations no longer going ahead? – Why is Keeping New Plymouth Moving not included? 	<p>WW to send out</p> <p>WW</p> <p>WW</p>

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • An email sent to Councils indicating that NZTA want to take back management of streetlights on highways was discussed. TK requested email be forwarded to her. <p>MoT's development of GPS 2021</p> <ul style="list-style-type: none"> • Draft GPS is expected to be released by MoT on 10/3. Will form part of their presentation to RTC, and guidance will be requested from Members following the meeting as to what they wish to be included in a regional submission. 	SB
6.	<p>RTC Meetings</p> <ul style="list-style-type: none"> • FR outlined the Agenda Items for the RTC meeting on Wednesday 25 March, which is a very full agenda with a number of external presentations. • Specific project updates have been requested from NZTA and Kiwirail. • The Kiwirail CE was invited to attend, through a letter from the new RTC Chair, however has not yet responded. • FR noted that the June meeting will include an update on active modes in the region, which is to become a standard item to every second RTC meeting. 	
7.	<p>Taranaki Trails Trust</p> <p>Three Trustees from the new Taranaki Trails Trust (Charlotte Littlewood, Stacey Hitchcock and Ian Armstrong), gave a presentation about the Trust, who they are and what they do. The Trust will also present to the 25 March RTC meeting.</p> <p>The following points were noted:</p> <ul style="list-style-type: none"> • The trust was formally started in December 2019 following on from work by Sport Taranaki/WAC, and with support from the Taranaki Mayoral Forum. • The Trust's strategic focus is Releasing the transformative power of trails. • The Trust wishes to partner with the RTC in updating the cycling and walking component of the RLTP, including mapping existing trails and opportunities, and creating a shared regional vision. • Taranaki has a lot of different trails currently, with proposals for many more, however they do not generally connect well. The Trust aims to help connect towns and cities in the region through trails. • Positive conversations are being had with iwi around Taranaki. • The Trust have spoken with other Trails Trusts around the country as to what works well and what has not. • The Trust is working on mapping the existing and potential trails throughout the region. FR has already asked each Council to provide her with the GIS shapefiles of their current and proposed walkways/trails, which she will work with the Trust to pull together into a regional map. Stacey will liaise directly with DOC in regard to the mapping of their trails. The Trust is 	

Item	Agenda subject	Action
	<p>investigating how they will best make the mapping of existing trails publically available – e.g. TrailForks App or Find My Adventure site.</p> <ul style="list-style-type: none"> • SB suggested the Trust look into opportunities for using internal roads in forestry blocks once the forestry activities have ceased. • NZTA staff noted that there is generally funding support available for cycling trails if it is a “Great Ride” or a “Heartland Ride”. • RL noted that councils are currently working on their AMPs so they can apply for funding, so need guidance from the Trust on any applicable proposals within the next two months. Map and timeline for when these things could be rolled out so they can align with infrastructure strategy etc. 	
8.	<p>Round table</p> <p>SDC (SB)</p> <ul style="list-style-type: none"> • District Walking & Cycling strategy was workshopped with Councillors and they have another workshop later in March. • Looking at pedestrian crossings and where on the State Highway they should be. Potentially near Pembroke Road intersection and then near the northern and southern roundabouts. Pembroke Road could be difficult due to turning lanes so may need to look at moving it north or south of the intersection. Detailed design work to be followed up. • Whangamomona Road – Council approved creating a bylaw. The upkeep of the road will be maintained by SDC. The bylaw will be around the usage of the road. Could fit in to the ONF framework. It will be closed through 4-5 months (winter) of year. • The 10-year roading bylaw has been signed off, one of the significant changes was to speed limits, making them more consistent around the District, especially in Midhirst. • ANZ bank building has now been demolished. • Brecon Road bridge project to be included in the next RLTP as a capital project to install a second crossing of the Patea River, from Brecon road across to Page Street/Brecon Road – to connect the South West and the North West sides of Stratford as at present the only way to get from one side to the other is to go back to Broadway. Good connectivity for western side of highway. • PGF funding has been approved for State Highway 43. <hr/> <p>STDC (VL)</p> <ul style="list-style-type: none"> • Still negotiating on Nukumaruru Station Road. • Powerco EV charging has been installed in Waverley, near the public toilets. • All roading matters have been moved in-house. Asset side of things sits with the Asset Management team and the project side is covered by the Projects 	

Item	Agenda subject	Action
	<p>team. Roading operations and maintenance is continuing on as usual. A list of all staff roles and responsibilities will be provided.</p> <ul style="list-style-type: none"> • The new culture centre is called Te Ramanui and consent has been submitted. • The reports from the revitalisation of towns projects have come back, STDC are currently looking at how some of these improvements can be funded. • Hawera – Normanby pedestrian route. The walkway will not be crossing the railway. Have been asked to do a safety audit for NZTA and KiwiRail. • If/when potential developments on the northern side of the racecourse happen they will be required to keep entrances off the highway. 	VL
	<hr/> <p>NZTA (RS)</p> <ul style="list-style-type: none"> • Stock Effluent proposal in future. • AMP - what worked well last time is that council produced a story. PM came over every couple of months so he was aware from the beginning of the plans and presenting the story, he understood the process and was able to provide direction. RS would like to continue that this year and will work in so that he can visit all the councils around the same time for efficiency. Groups agreed, so RS will set-up meetings. • Discussion around setting-up an online hub to see what neighbours are doing in their AMPs. • Improvement on AMPs will be to write in more of an activity basis (rather than asset focus) 	RS
	<hr/> <p>NPDC (RL)</p> <ul style="list-style-type: none"> • SH3 Waitara to Bell Block Project – Princes Street and De Havilland Drive will be completed first. The design phase has started with the work to start in the next financial year (summer). Likely that 3/3A intersection • SH44 Moturoa intersection improvements have been approved. Work will be starting soon. • Working on updating the RAMM data system, as there are data gaps. 	
	<hr/> <p>NZTA (TK)</p> <ul style="list-style-type: none"> • SH43 improvements – if funding can be sourced for all 16 sites there will be significant improvements. • SH43 Hospital Hill – Emergency Works to commence in 2-3 weeks. • SH3 Glover Road roundabout, Hāwera –the traffic island design needs to be revised due to rubbish trucks and accessibility issues. Trucks are unable to access the refuse bins. Some properties cannot access their properties easily and are using the footpath. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • SH44 Moturoa shopping centre works starting this month and due to finish in June. Update will be provided on consultation held yesterday. • Works on SH3 Rugby Road area are due to start in March. Detour will be in place for cars and small vehicles via Surrey Road. Trucks will be on Stop-Go. • Regular maintenance underway on SH43. <hr/> <p>TRC - Regional Transport Policy (FR)</p> <ul style="list-style-type: none"> • Attended Transport SIG meeting last week, which was very useful. Two specific matters that are not covered elsewhere on the Agenda: <ul style="list-style-type: none"> ○ Many central government conversations are now focusing on the housing crisis, and how transport can support this. ○ DOC roads – Denis Mander presented briefly on DOC roads, working to become a proper RCA. He is now the national contact. 1800kms around country, 1100 of those eligible for NZTA funding these days (largely based on public accessibility), 97% unsealed, mainly very low volume, 2.7kms average length. Taranaki not a priority as only 1.5kms of DOC roads in region (this excludes SPRs). Nationally are largely organising for the relevant local RCA to manage maintenance on their behalf. • Participated in STDC’s ILM for their AMP on 21 February. A concern was raised around insufficient metal for construction being available even for base maintenance from 2021 onwards due to anticipated demand outstripping supply – e.g. Mt Messenger Bypass, Manawatu Gorge project, along with other large projects such as at Ohakea. FR queried Group on what was known about this issue and what action was being taken. Some Members of the Group were aware of the issue, which is believed to be linked to resource consents, but unsure of action being taken. FR to find out more. NPDC are aware it will have an impact when Mt Messenger is built, and it has been flagged and they are looking at options for when that happens. <hr/> <p>State Highway project updates from NZTA on:</p> <ul style="list-style-type: none"> • SH43 Improvement Project – TK spoke to, as noted earlier. • SH3 Waitara to Bell Block (W2BB) – RL spoke to, as noted earlier. No further update provided by NZTA. • SH3 Awakino Gorge to Mt Messenger (AG2MM) programme – no update provided by NZTA. FR advised that it was known that the Mt Messenger Bypass project within this programme has been appealed to the High Court, so further delays expected. • SH3 Hawera to New Plymouth (H2NP) – no update provided by NZTA. 	<p style="text-align: right;">FR</p>

Item	Agenda subject	Action
	<ul style="list-style-type: none"> It was noted that, despite repeated requests to various levels of NZTA, the Group are still not receiving the expected and required updates on regionally significant SH projects. 	
9.	<p>General Business</p> <p>Ahititi Stock Effluent Disposal Facility - presentation</p> <ul style="list-style-type: none"> Kevin Munisamy updated the Group on the project's progress, and a significant issue around constrained funding support from NZTA. The current facility is still struggling with capacity and is currently taking on about 2,500 litres of effluent a day. The current consent is due to expire in June 2021 so the construction needs to start promptly to ensure the new site is in place by the time the old consent expires. The site is owned by NZTA. NPDC has operational oversight and is working hard on a resolution. Working with local iwi as current site is close to a heritage site. At this stage the new effluent facility is expected to cost around \$900,000. NZTA have advised that they will only provide up to \$250,000 for the new site as that is what the site at Woodville cost. The site at Woodville is only accessible for trucks travelling one way and is a lot smaller than the site required for Ahititi. It is not possible to build the site at Ahititi for \$250,000 and the two projects are completely different. NZTA will also not provide funding for construction of a related campervan site. Next steps - NPDC to talk to RI at NZTA to clarify funding decision. A supporting letter from RTAG can be sent if required. <p>Issues with supply/use of centreline data through CoreLogic (RL)</p> <ul style="list-style-type: none"> Use of centreline data (from councils' RAMM data) 'given' to CoreLogic when used for community consultation, and CoreLogic not prepared to use accepted creditor approval processes. Issue has been created from NZTA wishing RCAs to go into a National Road Centreline database. RL discussed how others (regionally and nationwide) are dealing with this. This is to be sorted organisation to organisation in this instance, but flagging to other Councils that there is an issue. <p>Road Efficiency Group (REG) including move to ONF</p> <ul style="list-style-type: none"> ONRC review of networks between mid-March to end-April 2020. Some changes to classifications may be required on STDC's network. The transition from ONRC to One Network Framework (ONF) seems to be a positive one. Discussion on the value-add of TRC participating in the regular REG workshops. 	

Item	Agenda subject	Action
10.	<p>Development of RLTP 2021 (FR)</p> <ul style="list-style-type: none"> • Joint TSIG/NZTA guidance materials are now available, that aim to improve consistency across RLTPs nationally and improve their value. An updated RLTP 'template' was released on 26 February. As a starting point, FR will begin transferring the current RLTP into the new format and come back to group for input in due course. • Discussions are underway at a national level as to a consistent methodology for the prioritisation process which retains regional flavour. • Still proposing check/confirm the strategic front end of the RLTP by mid-2020, to help guide/support RCAs putting together their programmes of activities. Suggest that full consultation not best for this, rather an (independently facilitated) workshop with RTC/RTAG and invited stakeholders (in May/June) – this approach is supported by the Group. • NZTA are reintroducing 'packages' in TIO, across activity classes and organisations. • Need to align with Taranaki 2050 Just Transition. • MapHub development presented by NZTA was presented to TSIG – still in development and will be ongoing improvement work. Currently have 29 national data sets in the system, from 50 desired measures, which can be pulled down spatially to local or regional level. FR will request a demo to a future RTAG meeting. 	
11.	<p>Next meeting</p> <p>Scheduled for Wednesday 20 May 2020</p> <p>Meeting closed 1pm</p>	

Acronyms commonly used in RTAG meetings

Acronym	Meaning
AC	Activity Class
AG2MM	Awakino Gorge to Mt Messenger Programme
AMP	Asset or Activity Management Plan
BC	Business Case
CMP	Corridor Management Plan
DC	District council
DSI	Deaths and Serious Injuries
GIS	Geographic Information System
GPS	Government Policy Statement on Land Transport
HNO	Highways & Network Operations section of NZTA
IAF	NZTA's Investment Assessment Framework
ILM	Investment Logic Mapping
LOS	Levels of Service
LTP	Long Term Plan
LTV	Long Term View
NOC	Network Outcomes Contract
NOF/NOP	Network Operating Framework/Networking Operating Plan
NPDC	New Plymouth District Council
NZTA	New Zealand Transport Agency
ONF	One Network Framework
ONRC	One Network Roading Classification
PGF	Provincial Growth Fund
POE	Point of Entry (initiation of a business case)
RAMM	Road Assessment and Maintenance Management database
RAPT	Review and Prioritisation Team
RCA	Road Controlling Authority
REDS	Regional Economic Development Strategy
RLTP	Regional Land Transport Plan
RSTES	Regional Stock Truck Effluent Strategy
RTAG	Regional Transport Advisory Group
RTC	Regional Transport Committee
RWCS	Regional Walkways and Cycleways Strategy
SDC	Stratford District Council
SH	State Highway
SHIP	State Highway Investment Proposal
SIG	Special Interest Group
SNP	Safe Network Programme
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
TAIP	Transport Agency Investment Proposal
TEFAR	Targeted Enhanced Financial Assistance Rate
TP	Transport Programme
TRC	Taranaki Regional Council
TSIG	Transport Special Interest Group
VDAM	Vehicle Dimensions & Mass
WAC	Walking Access Commission
WWTP	Waste Water Treatment Plant

Taranaki Regional Transport Advisory Group (RTAG) Meeting**MINUTES**

Date Wednesday 27 May 2020, 10.00am

Venue Via Zoom

Present

Rui Leitao (RL)	NPDC
Steve Bowden (SB)	SDC
Vincent Lim (VL)	STDC
Wayne Wallace (WW)	NZTA
Tiffanie Kanon (TK)	NZTA
Rob Service (RS)	NZTA
Dave Perry (DP)	NZTA
Shaun Harvey (SH)	NZTA
Hannah Thompson	NZTA
Fiona Ritson (FR)	TRC
Chris Clarke (CC)	TRC
Liesl Davidson	TRC – Administrative support

Apologies None received.

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <p>The group welcomed attendees.</p> <p>Gray Severinsen from TRC has retired from his role, thanks was extended for his longstanding contribution to TRC and the RTAG group.</p>	
2.	<p>Minutes of last meeting on 4 March 2020</p> <p>The previous minutes of the RTAG meeting held on Wednesday 4 March 2020 were accepted as true and correct.</p> <p>Matters arising:</p> <ul style="list-style-type: none"> The RLTP monitoring report was finalised but some requested updates/feedback were not received from organisations. Work will be done to improve and streamline the reporting process in the future. Taranaki Regional NZTA Team – Still waiting on this to be sent through. WW will liaise with Emma Speight on how this is going to be communicated out to the regions. 	FR WW
3.	<p>Covid-19 pandemic – challenges and opportunities</p> <p>Roundtable discussion from organisations on the impact, challenges and opportunities from COVID-19.</p>	

Item	Agenda subject	Action
	<p>STDC</p> <ul style="list-style-type: none"> • Lost a few weeks of production due to lockdown, mainly it was maintenance works that were affected. Some pavement rehab and bridge projects were unable to be started and now going in to winter these have been deferred to next year. • Having works being deferred could pose a risk as there may end up being too much work for contractors and resources could be limited. This could then lead to increased costs. • Applied for Nukumarū Station Road as a shovel ready project, have not heard anything yet. <p>SDC</p> <ul style="list-style-type: none"> • Money was saved which was a bonus as SDC were heading towards an overspend. An agreement was put in place with the contractors and they dealt with urgent matters and CRM call outs. • Everything has now started back up again. Work up Pembroke Road on the drainage has recommenced. Mangatoku Road work has been parked until September and the funding from NZTA for that project is being carried over. • Shovel ready projects – SDC received PGF Funding for five projects, four road safety projects and a culvert replacement up Monmouth Road. Tenders for all projects should be out by the end of next week. • Awaiting a response from their MBIE contact with clarification around “initiate” • There could be issues around resourcing projects that could all be starting around the same time and also working on roading projects through winter. • Have been working on early conversations to council for LTP. Councillors were not sold on the walking and cycling strategy so looking at what other councils have produced and go from there. It was suggested that SB looks at New Plymouth, Hastings, Nelson and Napier’s Walking and Cycling Strategies. <p>NZTA (DP)</p> <ul style="list-style-type: none"> • There were delays on the maintenance patching programme through COVID-19. • Capital Reseals programme is 99% complete. • An asphalt rehabilitation team was established in NP and they were able to get work completed through L3, the last one has almost been finished. • The Taranaki highways are looking pretty good and the weather through COVID-19 was a big help. • Moturoa, Rugby Road and Pohokura projects were started in Level 3. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Hospital Hill, Taumarunui has been started and hopefully will be complete by Christmas. <p>NPDC (RL)</p> <ul style="list-style-type: none"> • Had a good plan in place to get the contractors to restart works. Downer were great at conducting their own planning for what could be done in L3 and L2. • Some reseals have had to be put on hold, they were about 85% complete so will not meet the KPI on reseals for the year. They do have a few stockpiles of chip that will need to be carried over through winter, testing of the chip will need to be undertaken to ensure it does not get too contaminated with dirt. If it does it may require cleaning before being used again. NPDC are currently looking at how to protect it e.g. covering. • Have stayed within the budget allocation for the year. • Some safety improvement work on Egmont Road has been carried out. • Due to financial impacts some projects have been taken off the list for next year including investigations of bridges, these will need to be looked at later on. • An application for Crown funding was submitted for safety improvements at Egmont Road and has made it through the first stage. • Discussions were had around width of footpaths to ensure social distancing. In the main CBD the footpaths are already wide enough for social distancing to occur however some of the immediate footpaths leading to the CBD are not. To have been able to make these wide enough carparks would have had to be removed. It was decided to not do any work in this space as the removal of carparks would have had an impact on businesses in an already challenging time for them. • There may be some partial road closures to allow for activities out on to roads. <p>NZTA (HT)</p> <ul style="list-style-type: none"> • Traffic volumes on SH's are still quite low. They are obviously higher than when the country was at L3 but are lower than usual before lockdown. <p>NZTA (RS)</p> <ul style="list-style-type: none"> • It was clarified that at this stage the timeframes for the AMP are still the same as they were previously - with drafts due to RS by 31 August. 	
4.	<p>Request/s to vary the RLTP</p> <ul style="list-style-type: none"> • SDC are looking at an extension of Brecon Road in Stratford, to join the South-west and North-west sides of town to create an alternative link for travel around Stratford. Currently all traffic going from the South-west to 	

Item	Agenda subject	Action
	<p>the North-west, or vice-versa, of Stratford has to travel back to the highway to get there.</p> <ul style="list-style-type: none"> • This project is signalled as a future activity on page 58 of the current RLTP. An opportunity now exists to bring this forward through 'shovel ready' applications for the COVID-19 Stimulus Package. Funding currently being sought through Crown Infrastructure Partners, and SDC have indicated that they will put \$5M towards the project. If successful in securing funding, it will proceed in this RLTP period, otherwise LTP processes will bring it into the 2021 RLTP. • SDC would undertake a targeted public consultation process for this project, however it is known to have strong community support as it is often a topic that is brought up through the Annual Plan Consultation process by the public. • The RTAG supported that the request from SDC for the Brecon Road Extension Project be added to the RLTP and that the request be elevated up to the RTC, noting that it is a potential Crown funded project. 	
5.	<p>RTC Meetings</p> <p>The RTC meeting that was to be held on 25 March was cancelled due to COVID-19. Some of the urgent papers went up to the Ordinary Council, the rest are on hold to be endorsed at the next RTC meeting on Wednesday 17 June.</p>	
6.	<p>Update on Yellow Bristle Grass (YBG)</p> <p>Steve Ellis, Environment Services Manager, TRC, gave a presentation to update the RTAG on the issue of Yellow Bristle Grass (YBG). YBG is a pest plant of relevance to the RTAG because roadside maintenance plays a role in its spread. The following points were noted during the presentation:</p> <ul style="list-style-type: none"> • YBG results in grazing avoidance as the bristles cause mouth ulcers in stock. It is very hard to control. Currently in Taranaki there is not a lot of YBG in the pasture. It is mainly on roadsides. • Studies have shown that movement of YBG is mainly in hay and maize. If it is baled in to silage it dies after a few days. • YBG likes bare ground to grow from so it is important that mowing and spraying is undertaken at the right times. • Contractors are very knowledgeable of YBG and were very helpful in identifying areas around the region that have YBG growing. • AgResearch conducted a study of how YBG moves. It was noted that normal traffic flow does not move the seeds far but mowing spreads it further. • An action group has been formed and includes stakeholders such as Federated Farmers • A map of where YBG is in Taranaki has been created and this will be sent out to everyone. The map shows that about 60% of Taranaki has YBG growing. <p>The following points were noted in discussions:</p>	LD/FR

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • SDC have flexibility around when their spraying can be carried out. Staff work with the contractors to do what they can to mitigate the spread. • It was suggested that fill or metal that is being sourced from quarries be tested and to look at the weed hygiene practices at the sites. Councils could produce a hygiene guide for quarries. • There are some concerns about fire risk from long grass between paddocks and roads, but long grass is encouraged along fence lines to prevent spread of YBG into pasture. STDC are getting more “no spray” requests from farmers who want to manage the roadsides themselves to help reduce spread of YBG. • NZTA keep regular contact with contractors and acknowledged that they are very knowledgeable in what YBG is and how to identify it. <p>The presentation and map will be sent out with the minutes.</p>	
7.	<p>Significant National Work streams</p> <p>MoT’s development of GPS 2021</p> <ul style="list-style-type: none"> • A lot of submissions were received on the MoT’s draft GPS 2021, including 21 councils and 5 regional councils. Thanks was extended to those who provided support and direction for the submission. • FR has also provided direct verbal feedback through TSIG. <p>MoT’s Tackling Unsafe Speeds including Speed Management Plans</p> <ul style="list-style-type: none"> • Have not heard anything further. Suspect timelines are likely to be pushed out due to COVID-19 and will not be wrapped into this RLTP round. <p>NZTA development of Arataki and revised IDMF</p> <ul style="list-style-type: none"> • Arataki update from Katie Mayes at NZTA to TSIG on 21 May 2020. Version 2 will now be released at end of June with a COVID-19 lens applied (by consultants), with 0-4 and 5-10 year scenarios. • The draft of the revised IDMF transition paper was circulated with the Agenda. Please forward any feedback to FR. Changes will not come into place until July. Trying to right size business case guidance. • The Board met last week to discuss the dollar value thresholds for the next NLTP. There has been no communications on this yet but it is understood that Low Cost Low Risk (LCLR) has been raised to \$2M, and the new Single Stage Business Case (SSBC) Lite will be at \$15M. Advantage of this will be to streamline the processes required including reducing the amount of business case work to be done for lower value projects. It was noted that with RLTP’s and LTP’s being worked on communications will need to go out soon. WW will seek confirmation. 	WW
8.	<p>Development of Taranaki RLTP 2021</p> <ul style="list-style-type: none"> • A national project to improve the consistency of RLTPs is well underway, led by TSIG and NZTA. Part of this has been to provide guidance and 	

Item	Agenda subject	Action
	<p>templates for the 2021 RLTP cycle. These are already available for the strategic front end of the Plan, with programme sections (including significance policies and prioritisation methodology) currently in development. The work done is excellent, however it will involve a lot of work initially to change to this new approach.</p> <ul style="list-style-type: none"> • FR involved in a TSIG workstream to improve the value of NZTA's Transport Investment Online (TIO) system for RLTP development. This is part of a larger NZTA project to improve TIO, which aims to link their SH platform back into TIO and is heading for TIO to become their one source of truth. Trying to reduce amount of input required, including strengthening parent-child relationships within the system which will auto-populate. More emphasis on robust 10 year forecasts. Establishing baseline reports for monitoring. Will provide bespoke links to a region's individual RLTP objectives. • Another TSIG workstream is developing a consistent methodology for how projects in RLTPs are prioritised. Their proposed approach focuses on weighting projects against the region's 10-year transport investment priorities, which means will need to elevate them in our thinking more than have done previously. RTC can moderate outcomes. Guidance materials will be produced. Proposed prioritisation methodology will go to August RTAG and September RTC meetings. <p>ILM Review Workshop</p> <ul style="list-style-type: none"> • Erik Barnes from Auxilium has been engaged to assist with the RLTP review – will be preparing a Context Paper and facilitating ILM Review workshop. The current possible date is 1 July and we need as many RTC/RTAG members as possible there. It will be offered via Zoom and at the TRC Boardroom. • A few stakeholders were suggested to be included: <ul style="list-style-type: none"> – AA – Richie Arber, NatRoad – Sandy Walker, RTANZ – Charlotte Littlewood, Trails Trust and Taranaki 2050 Just Transition. <p>Development timeline for feedback</p> <ul style="list-style-type: none"> • Discussion on the RLTP Development Timeline as circulated. • Draft AMPs should be completed by August. • Release of the TAIP has been delayed until September. • WW noted that he has been trying to find out the dates for initial bids on continuous programmes but has not yet had an answer. Once he knows he will let everyone know. • RCAs need to have programmes in by the end of September. But would appreciate it if they could provide some early guidance to FR on the large projects that they have coming up. • The full draft RLTP needs to go to the 2 December RTC meeting for approval so it can then go out for consultation. 	WW

Item	Agenda subject	Action
	<p>Potential Committed and New projects</p> <ul style="list-style-type: none"> • Discussion of likely projects for inclusion within the 2021 RLTP, either New or Committed (not complete by end of June 2021): <ul style="list-style-type: none"> ○ STDC – Nukumarū Station Road. ○ SDC – Brecon Road Extension. ○ NPDC – Airport Drive, Junction Street Bridge, Coastal Pathway Extension to Waitara (Construction phase) ○ SH3 Waitara to Bellblock is under way for implementation in 2021. ○ SH3 NP to Hāwera Corridor Improvements – no update available . ○ NP NOP outlines 12 projects, both SHs and local roads, including Devon Street East. ○ Second crossing of Waiwhakaiho River possibly ○ Shovel ready application by KiwiRail for forestry hub at Waverley • RL advised that NP NOP has been produced. This week they digitised a portion of GIS layers to be used in a mapping system. The final report came out last week with a list of projects. Confident that in the next couple of weeks they will have the first cut of the budget and CAPEX. Have started to populate low cost low risk projects. RL noted that it would be great if they could enter these at any time of the year rather than having to wait and having a small timeframe to get them entered in. NOP report to be circulated to RTAG. <p>Funding section</p> <ul style="list-style-type: none"> • FR prompted discussion around whether the funding section of the RLTP should become more encompassing (e.g. include or better display fully locally funded or topped up activities, developer contributions) as showing NLTF alone is not a true reflection of transport investment in a region, and the RLTP is the only vehicle currently to display this. • The Group agreed that this broadening out was a good approach moving forward, noting that the RLTP is a strategic documents that looks at the entire transport system – it should not matter where the funding comes from. 	RL
9.	<p>Round table</p> <p>SDC (SB)</p> <ul style="list-style-type: none"> • Some of the SH43 improvement projects have missed out on NZTA funding they are now looking at funding these with the provisional growth funding that was received. Conversations around this are ongoing. • SB had a meeting with Junine Stewart on Road to Zero. One road was identified in the Stratford District which was Opunake Road so VL and SB need to meet to discuss this as this road covers both districts. The suggestion was to reduce the speed limit to 60km an hour. SB felt that there would be more support for an 80km speed limit from the community. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Carried out an assessment of retaining walls around the district that need to be replaced in the next 10 years. A paper is going to council next week. Bridge replacements in next 10 years also. Large expenses for bridges and retaining walls. <hr/> <p>STDC (VL)</p> <ul style="list-style-type: none"> • Nukumarū Station Road now needs to go out for public consultation. • The Hāwera to Normanby pathway project is now waiting on KiwiRail to complete a final safety assessment. <hr/> <p>TRC – Public Transport Operations (CC)</p> <ul style="list-style-type: none"> • Taranaki bus services are running at 100% again. • Work has been conducted around the rest and meal breaks for drivers. This involved making some minor tweaks to timetables mainly for the Hāwera to NP service. The Citylink service had some minor tweaks to the timetable. • Work has been done to ensure physical distancing on networks. Worked with the Ministry of Education to ensure safe physical distancing on school buses was possible as a lot of the school buses are very full. • Year end is coming up, ensuring to get claims in on time. <hr/> <p>TR – Transport Policy (FR)</p> <ul style="list-style-type: none"> • Largely working on the RLTP. • Pencilled in SH3 Working Party meeting for early July, though unsure if this will be held remotely or in person. If it is in person, hoping that it might include an Awakino Tunnel Bypass tour. • Future of Rail – Bill reported back to house on 1 May, now awaiting 2nd reading. Expect final NZ Rail Plan to be released in second half of 2020, with the focus being strongly on supporting the core network first. <hr/> <p>NPDC (RL)</p> <ul style="list-style-type: none"> • Waiting on outcomes of Crown Infrastructure funding. • Put in for some projects that cross the state highway in Oākura including an underpass under by the marae along the river. Currently people are walking across a small ledge to get to the other side. This has been designed. The second is an underpass on the Western end of Oākura to allow foot and cycle traffic to get across rather than trying to cross the main highway. • Concentrating on the AMP and cashflows. • In the application for the next AMP there will be an increase in maintenance and renewal of structures projects. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Accessible Streets - NPDC submitted in support of the package. <hr/> <p>NZTA (RS)</p> <ul style="list-style-type: none"> • The end of year circular went out last week. • Processes that need to be done for end of year are, budget carry overs and cost scopes. The threshold for carrying forward of projects is 15%. Rob is already aware of a few that will need to carry over more than the threshold. It is looking likely that they will submit a paper to suggest a change to the threshold due to COVID-19 impacts. • Need to contact Rob to do the ONRC review again. • Rob is still trying to get access to RAMM so he can go in and authorise the changes to the ONRC. • REG workshops are still proceeding online. Slides can be shared if anyone wants. • Currently reviewing draft AMP for STDC - will collate notes and send back to Steve Broome. • Road to Zero workshops - it has been mentioned to Junine Stewart that the technical audits and speed limit review teams are potentially duplicating workstreams. • Still working on KiwiRail issue. <hr/> <p>NZTA (SH)</p> <ul style="list-style-type: none"> • Nothing to report. <hr/> <p>NZTA (HT)</p> <ul style="list-style-type: none"> • Advised that transportation of the Waipipi windfarm turbines will be starting after Queen's Birthday weekend. They will be leaving the Port 3-4am daily Monday-Friday to be onsite at Waverley by 8am, the route being used is via SH45 then SH3. Some signage will need to be removed for the trucks to get past. The agreement is that PTS Logistics will reinstate these. <hr/> <p>NZTA (TK)</p> <ul style="list-style-type: none"> • Picked up on low cost low risk prioritisation, for resilience they have a spreadsheet which within that that input the information and data and it provides a project rank. Biggest factor that affects SH43 in this system is the low volume of traffic. Once that data goes in to the system it pushes those projects down the priority list. • Hoping that the active projects in NP and Stratford will be finished this year. <hr/>	

Item	Agenda subject	Action
	<p>NZTA (WW)</p> <ul style="list-style-type: none"> Nothing to report. 	
10.	<p>General Business</p> <p>Stock Truck Effluent</p> <ul style="list-style-type: none"> FR noted update from Adrienne Black at NZTA regarding their national workstream. Currently working on alternatives and options at the moment. A draft business case should be out in June. RL advised the Ahititi STE facility upgrade project is still progressing. Looking at doing design and build through the NOC contract. Currently they are in the design phase and it will hopefully be constructed in the next construction season. SB advised that SDC are reviewing the Esk Road discharge station as it currently is disposed into the oxidation pond. VL advised that the Waverley site may need to be de-sludged soon. A few complaints have been received that the lights are not bright enough, so NZTA are going to increase wattage of the bulbs. <p>Kiwirail/ Port Taranaki/ New Plymouth Airport</p> <ul style="list-style-type: none"> NPDC have been in contact with New Plymouth Airport as part of the Integrated Transport Strategy. Port Taranaki – Mike Nield from TRC will liaise with them about improving our engagement. KiwiRail’s focus will remain for some time on re-establishing their core freight network and the passenger rail metros of Auckland and Wellington. Remains challenging to get engagement in rural regions. <p>Special Purpose Roads (SPRs)</p> <ul style="list-style-type: none"> FR raised whether the transition to is was still of concern NZTA is consulting with Councils on SPR’s. Haven’t heard anything yet. The funding decrease is small so not too concerned about it. Still 100% funded for maintenance but improvements are only 75% funded. <p>REG – AMPs, ONRC, ONF</p> <ul style="list-style-type: none"> Metal availability for Taranaki – VL has been nominated as a REG representative on this issue, and will report back to Group. Seismic assessment is being undertaken on significant bridges. The bridge at Purangi is an NPDC and SDC bridge. SB to contact RL with the amount. 	VL

Item	Agenda subject	Action
11.	<p>Next meeting</p> <p>More information will be sent out regarding the SH3 Working party meeting and the RLTP workshop.</p> <p>Scheduled for Wednesday 12 August 2020</p> <p>Meeting closed 12.38pm</p>	

Unconfirmed

Acronyms commonly used in RTAG meetings

Acronym	Meaning
AC	Activity Class
AG2MM	Awakino Gorge to Mt Messenger Programme
AMP	Asset or Activity Management Plan
BC	Business Case
CMP	Corridor Management Plan
DC	District council
DSI	Deaths and Serious Injuries
GIS	Geographic Information System
GPS	Government Policy Statement on Land Transport
HNO	Highways & Network Operations section of NZTA
IAF	NZTA's Investment Assessment Framework
IDMF	NZTA's Investment Decision Making Framework
ILM	Investment Logic Mapping
LOS	Levels of Service
LTP	Long Term Plan
LTV	Long Term View
NOC	Network Outcomes Contract
NOF/NOP	Network Operating Framework/Networking Operating Plan
NPDC	New Plymouth District Council
NZTA	New Zealand Transport Agency
ONF	One Network Framework
ONRC	One Network Roading Classification
PGF	Provincial Growth Fund
POE	Point of Entry (initiation of a business case)
RAMM	Road Assessment and Maintenance Management database
RAPT	Review and Prioritisation Team
RCA	Road Controlling Authority
REDS	Regional Economic Development Strategy
RLTP	Regional Land Transport Plan
RSTES	Regional Stock Truck Effluent Strategy
RTAG	Regional Transport Advisory Group
RTC	Regional Transport Committee
RWCS	Regional Walkways and Cycleways Strategy
SDC	Stratford District Council
SH	State Highway
SHIP	State Highway Investment Proposal
SIG	Special Interest Group
SNP	Safe Network Programme
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
TAIP	Transport Agency Investment Proposal
TEFAR	Targeted Enhanced Financial Assistance Rate
TP	Transport Programme
TRC	Taranaki Regional Council
TSIG	Transport Special Interest Group
VDAM	Vehicle Dimensions & Mass
WAC	Walking Access Commission
WWTP	Waste Water Treatment Plant



Date 17 June 2020

Subject: **State Highway 3 Working Party Meeting Minutes - 20 September 2019**

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

Document: 2451109

Recommendations

That the Taranaki Regional Council:

- a) receives the unconfirmed minutes of the State Highway 3 Working Party meeting held on Friday 20 September 2019 at the St Johns Ambulance Rooms in Mokau
- b) notes the State Highway 3 Working Party meeting planned for Friday 1 May 2020 is in the process of being rescheduled, with timing dependent on update availability from key project staff of the New Zealand Transport Agency
- c) notes the second meeting of the State Highway 3 Working Party for 2020 is scheduled for Friday 6 November.

Appendices/Attachments

Document 2336400: State Highway 3 Working Party meeting minutes - 20 September 2019

Notes of the meeting of the SH3 Working Party
held from 11.15 am on Friday 20 September 2019
at the St John Ambulance rooms, 16 North Street (SH3), Mokau

Present:

Rui Leitao	New Plymouth District Council
Kevin Munisamy	New Plymouth District Council
Harry Duynhoven (Cr)	New Plymouth District Council
John Sutton	NZ Automobile Association
Phil Brodie (Cr)	Waitomo District Council
Pat Duffy (Sgt)	NZ Police, Taranaki
Andrew Murphy (Const)	NZ Police, Mokau
Matthew McDonald (Cr)	Taranaki Regional Council
Mike Nield	Taranaki Regional Council
Chris Clarke	Taranaki Regional Council
Gray Severinsen	Taranaki Regional Council
Siubhan Green	Taranaki Regional Council (Admin)
Tom Cloke	National Road Carriers Inc.
Nigel King	Waikato Regional Council
Hugh Vercoe (Cr)	Waikato Regional Council
Barry Dowsett	NZ Transport Agency, Waikato
Karen Boyt	NZ Transport Agency, Waikato
Steve Cox	NZ Transport Agency, Waikato
Andrew Gard	NZ Transport Agency, Wellington

Chair: Craig Williamson (Cr) Taranaki Regional Council

1. Welcome

The Chair welcomed those present to the meeting, and apologies were given.

Apologies:

Fiona Ritson	Taranaki Regional Council
Robert O'Keefe (Snr Sgt)	NZ Police, Taranaki
David Perry	NZ Transport Agency, Taranaki
Ross I'Anson	NZ Transport Agency
Sandy Ke	NZ Transport Agency, Waikato
Bill McMaster	Waikato Regional Council
Mark Tamura	Waikato Regional Council
David Langford	New Plymouth District Council

2. Notes from the previous meeting

Notes from the previous Working Party meeting of 22 March 2019, previously circulated, were taken as read and confirmed as accurate.

Tom Cloke/Cr Brodie

Matters Arising

- John Sutton noted that there had been general discussion at the last meeting around Speed Management Guidelines and moves to make changes but there was nothing

noted within the Agenda. He wanted to know if there had been any further developments. Cr Vercoe and others all confirmed that there has been nothing further regarding any changes but there would be further information on this in the future.

3. Awakino Gorge to Mt Messenger Programme (AG2MM) project updates

Presentations by Andrew Gard (NZTA, Wellington), and Barry Dowsett (NZTA, Waikato) who was presenting on behalf of Campbell McKegg (SafeRoads). Refer to Powerpoint presentation slides *attached* as reference.

3(a) Mt Messenger Bypass – presentation by Andrew Gard

- NZTA provided closing submission to Environment Court (including mitigation package for key land owner).
- Environment Court to release interim decision (Sept/Oct 2019).
- Conclude Ngāti Tama property agreement following election of trustees.
- Conclude property agreements with key private landowners.
- Ngāti Tama have the ability to veto the project but have much to gain with it going ahead.
- Large number of positive environmental gains, with baseline data currently being gathered to use for comparison during and after construction. Some minor work remains around the Kiwi but most of them are now tracked.
- Construction proposed to commence late 2019 with completion in 2023. Construction is expected to commence at the Northern end.

Cnr Vercoe enquired whether the proposed treatment of stormwater run-off from the road would potentially impact on other roading upgrades and changes. Andrew advised that there would not be, with Barry Dowsett noting similar treatment in the Waikato had proved successful with run-off into treatment ponds.

3(b) Corridor Improvements – presentation by Barry Dowsett

- Stage 1 works are completed. These include:
 - New side barriers (two strikes to the safety barriers already recorded)
 - Signage improvements
 - Rumble strips
 - Tree removal for improved visibility
 - New slow vehicle bays in Awakino Gorge
 - Improvements to safe stopping areas
- Major improvements are being delivered in phases as detailed design and consenting are worked through.
- Stage 2 works commenced in March 2019 and include:
 - Ladies Mile Passing Lane – new southbound passing lane near Awakino
 - Formation widening is complete
 - Settlement is occurring within the expected range
 - Final drainage, pavement and surfacing to commence in Nov 2019
 - Expected completion May 2020
 - Resilience /slope stability improvements – 3 retaining structures within the Awakino Gorge to reduce risk of under-slips, in second half of 2019-2020

- Rapanui Passing Lane (new northbound passing lane north of Tongaporutu) and Tongaporutu Intersection Upgrade (widening of SH3/Clifton Rd intersection to improve safety) scheduled Feb 2020 to Dec 2020
- Noted that short-term pain will be involved in these projects, as traffic delays will be required.

3(c) Awakino Tunnel Bypass – presentation by Barry Dowsett

- All designation resource consents have been issued. The contract has been issued and the contractor is on site.
- Awakino Gorge Resilience Improvements to take place between Oct 2019 and April 2020
- Hammond's Corner was previously a separate project under SafeRoads but has been included within the Awakino bypass project
- Lizard hotels are being developed using cut lengths of trees, stacked. This has proven successful in and around Hamilton
- The bridges are the critical element. Expected completion is April 2021.

4. Updates on incidents and improving incident response management – presented by Constable Andrew Murphy and Sergeant Pat Duffy. *Refer to Powerpoint presentation slides attached as reference.*

- The number of fatal crashes for 2019, to date, are 29, resulting in 32 deaths. In 2018 there were 49, resulting in 62 deaths.
- In newer cars, it is possible to retrieve a lot of valuable data with regard to the events surrounding the crash, such as travelling speed and whether or not the brakes or accelerator were applied.
- A number of images were shown from fatal crashes on SH3 as well as vehicles significantly cutting corners through Awakino Gorge and Mt Messenger and crossing the centre line.
- Speed is a significant issue on North Street in Mokau, with the highest speed recorded on 21/9/2019 from the camera van at 81km and over 80 drivers travelling in excess of 60km. The average speed in this 50km zone was 64.47km/h.
- Road closures prove to be problematic as queues build quickly, causing potential hazards. It would be helpful to have a plan in place around directing traffic, such as signage etc. Presently vehicles are sometimes diverted to roads that are not fit for purpose for trucks and heavy goods vehicles, therefore causing further issues.
- RIDS:
 - Restraints – there were 380 deaths last year. Pat said approximately 1/3 would have been safe had they been wearing seat belts.
 - Impairment – Hopefully drug testing kits will be issued soon. Currently using visual testing followed by a blood test if a failed result.
 - Distraction – Specifically cell phones. Looking to educate over merely issuing infringements. Such as helping people utilise Bluetooth technology, and if such equipment is installed within a specific timeframe, the ticket will not be issued.
 - Speed – continue enforcement.

There was discussion around road closures and erecting signage at Awakino Gorge, ideally in Mokau, preferably on both sides to advise motorists. Andrew stated traffic builds up very quickly if there is an accident and plans are needed to manage this. Would like to stop traffic entering the gorge if possible. Karen Boyt will discuss with Liam Ryan (NZTA Journey Manager) regarding arranging this ASAP. Liam will also have the detour plans and these should be made formally accessible to both NZ Police and Fire. However, not all alternate traffic routes are suitable for trucks.

Sgt Duffy briefly outlined a number serious and fatal crashes that had occurred over recent months.

Karen Boyt suggested yellow lines as a way to reduce the incidences of vehicles cutting corners, which Const. Murphy agreed could help.

Regarding speed, Cr Vercoe noted there had been lots of vocal opposition around speed reductions in the Waikato region. Specifically around what the speeds should be reduced to. A drop to 70/80 in rural areas would have no chance of being implemented however an impact at 90km/h will still likely cause death. There followed a general discussion on the topic.

5. Updates on maintenance and other improvement works along SH3

(a) Waitara to Bell Block project - update by Andrew Gard on behalf of Graham Taylor (Principal Project Manager)

- Meeting held with NPDC with an agreed approach to developing the corridor as a joint project.
- Detailed ground survey of corridor has been completed to allow design to start as soon as an engineering consultant is appointed.
- Tenders have been received for the design and supervision contract and are currently being evaluated. Clarifications have been made and an award is expected within the next week.
- Detailed proposals are expected to be developed and discussed with affected landowners and the community early in the new year

Cr Duynhoven noted a number of intersections have had a great deal of attention over time. The community just want to see some improvement and are over the delays caused by such a large and lengthy project. He said just start treatment on some of these areas. Pick them off, one by one, and get action underway. Rui Leitao responded by saying the design phase must be implemented first, with construction to follow.

(b) NZTA Taranaki - update by Karen Boyt

Taranaki Maintenance Area Wide Pavement Treatment and Resurfacing Program

- Planning for the 2019/20 program is well underway, with a slightly smaller program than what was completed in 2018/19.
- Designs for AWT/Rehabilitations, Asphalt and Reseal sites have been received.

Miscellaneous

- The SH3 (Mt Messenger to Waitara) crash reduction study has been finalised

- The NPDC commissioned Options Report for SH3 Ahititi Stock Effluent Facility is complete, and a design is being developed for the upgrade of the facility. NZTA are working closely with NPDC on this project.
- The Transport Agency is investigating options for the intersection of SH3 Devon Rd/Egmont Rd, including the nearby intersection at SH3 Devon Rd/Katere Rd
 - An Options Report from WSP-OPUS for this project was delivered in early September
 - The report presented an assessment of options and recommendations for consideration, such as direct comparisons of various intersection configurations
- SH43 Hospital Hill Taumarunui – Detailed design for retaining wall to address slumping of highway is being priced. Construction is programmed for the summer of 2019/20, with completion planned for 2020.

(c) NZTA Waikato – update by Steve Cox

- There is approximately 3.9km of resurfacing planned on SH3, 5.2km on SH4 and 5.8km on SH30
- There is 4.6km of rehabilitation planned within the West Waikato South Network outcomes area. 1.27km is planned on SH4 and 375m on SH30
- There is \$98k planned to be spent on guardrail renewals with 45k of that being spent on Hannah's Corner
- There is approximately \$80k worth of subsoil and culvert renewal drainage work planned in various locations of SH3, SH4 and SH30

6. Mobile Black Spot Fund – update from Chris Clarke in Crown Infrastructure's absence.

There will be 78km of new State Highway coverage with five new towers from Taranaki to Tongaporutu, these are underway. Andrew Gard requested a copy of the information.

7. Stock Effluent Disposal – incidents, strategies and facilities

(a) Proposed upgrade of Ahititi site - presentation from Kevin Munisamy of New Plymouth District Council.

- The resource consent for Ahititi stock effluent disposal facility expires on 1 June 2021
- The current facility does not meet the original design and struggles to comply with resource consent conditions
- There are also Fresh Water Plan changes away from the discharge of treated effluent into waterways

Solution – Plan A

- Design and build new receiving facility at Ahititi
- Design and build new Campervan dump facility at Ahititi
- Uruti worm farm to remove effluent from Ahititi and transport to their facility for processing. Cost effective long term option
- Mokau Contractor to remove Campervan waste

Solution – Plan B

- Design and build new receiving facility at Ahititi
- Design and build new Pre-Treatment facility at the New Plymouth WWTP (Waste Water Treatment Plant)
- Transport effluent from Ahititi for processing at WWTP
- Effluent treated at WWTP Weeping Wall facility, fluids to be disposed via WWTP inlet works
- Disposal of solids (likely to Colson Rd Landfill).

There is currently an issue of littering/ debris at the site, particularly drink bottles.

(b) Verbal update from Waikato Regional Council – by Nigel King

Since the last meeting of the SH3 Working Group, the Waikato Regional Council (WRC) has agreed to own, operate and maintain new stock truck effluent facilities built in the Waikato Region. In line with the detailed business case for Waikato Stock Truck effluent facilities, work has been progressed on the first two facilities, one located at the junction of SH24/29 at the base of the Kaimais and the other on SH1 east of Taupo. Construction of the Kaimai site will begin shortly with construction expected to be completed by Christmas. Planning and design of the Taupo site is progressing well.

The remainder of the stock truck effluent disposal sites identified through the business case need to be revisited with WRC through the Long Term Plan to identify whether the priority listing is still reflective of identified need. Council will also need to determine what can realistically be built balanced with the impact on targeted rates.

To this effect, WRC will continue to investigate the options for sites on SH3 noting that the location at the junction of SH3/SH4 may not be feasible and to ensure that an appropriate option for this area can be determined.

8. Project List of issues/improvements sought along corridor

Tom spoke on the list (supplied with the Agenda and previous meeting Minutes) which has been upgraded from the list created in 2014 and extended from Awakino to Pio Pio. It identifies approximately \$90M worth of projects, from small safety works to large scale projects.

Barry Dowsett noted many items from the previous list have been completed. The updated list will be helpful as a basis for forming future minor safety works.

Mike Nield requested that the SH3 Working Party write to the Agency submitting the list and request a response in regards to how the list can inform future roading improvements and project plans.

Cnr Williamson/Tom Cloke

Barry Dowsett advised his initial response is that it would help inform the next RLTP/NLTP process. He also noted the Transport Agency Investment Proposal (TAIP) is compiling a Waikato list to share in the near future.

Mike Nield noted that there needs to be a plan in place to track how the Agency will address each of the items on the list.

9. Correspondence

There was no correspondence to be received.

10. General Business

Hugh provided a briefing on the passenger rail service between Hamilton and Auckland. It is a \$78-\$92M project. The NZTA Board has agreed to pick up a difference in FAR funding which could potentially have stopped the initiative if funding for this could not be secured.

Next meeting - to be scheduled for March/April 2020

Meeting closed 1pm

Unconfirmed



Date 17 June 2020

Subject: **Request to vary the Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21**

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

Document: 2520054

Purpose

1. The purpose of this item is to seek Council approval of a request to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*.

Executive summary

2. A request has been received from the Stratford District Council to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* (RLTP or the Plan), by adding a new project, 'Brecon Road Extension'.
3. This request has received support from the Regional Transport Advisory Group, and is now brought before the Committee for consideration. This request is not significant enough to require going back out for public consultation.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum, Request to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*
- b) agrees to the requested variation to the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*, made by the Stratford District Council, to add a new project 'Brecon Road Extension'
- c) adopts this variation to the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* and forwards it on to the NZ Transport Agency.

Background

4. The current *RLTP for Taranaki: Mid-term Review*, which covers the three-year period from July 2018 to June 2021, was adopted in June 2018.
5. Over the duration of the Plan, activities or projects can change, be abandoned or be added. Under section 18D of the *Land Transport Management Act 2003* (LTMA), a regional transport committee may therefore prepare a variation to its RLTP during the six years to which it applies – either at the request of an approved organisation, the Transport Agency, or at its own motion. Any major new capital works that need to be included require a variation to the Plan.
6. In accordance with the *RLTP for Taranaki: Mid-term Review* Variation Policy, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement. The variation is then forwarded by the Committee to the Taranaki Regional Council for final approval, and ultimately to the NZ Transport Agency for consideration of inclusion within the National Land Transport Programme.

Brecon Road Extension project

7. The Stratford District Council (SDC) is seeking inclusion of a new project in the current *RLTP for Taranaki: Mid-term Review* to enable this project to proceed in the existing RLTP period should funding be available.
8. SDC are looking at an extension of Brecon Road in Stratford, to join the South-west and North-west sides of town to create an alternative link for travel around Stratford. Currently all traffic going from the South-west to the North-west, or vice-versa, of Stratford has to travel back to the highway to get there.
9. This project is signalled as a future activity on page 58 of the current RLTP [within Table 6: Activities for Future Consideration]. An opportunity now exists to bring this forward through 'shovel ready' applications for the COVID-19 Stimulus Package. If successful in securing funding, it will proceed in this RLTP period, otherwise Long Term Plan processes will bring it into the 2021 RLTP.
10. Details of the requested proposal are provided in the attached request form. Steve Bowden, Roading Asset Manager, Stratford District Council, will speak to this item.

Significance of variation request in relation to need for public consultation

11. Members will recall that when developing the RLTP, the RTC adopted a policy to provide guidance on which subsequent variations to the Plan would be significant enough to require going back out for public consultation. Section 7.4 of the Plan, 'Significance policy in relation to Plan variations' is attached to this Memorandum for Members' reference.
12. This variation request is not considered to trigger the significance policy in terms of requiring that a new public consultation process is undertaken.

Support of the Regional Transport Advisory Group

13. The Regional Transport Advisory Group (RTAG) for Taranaki considered this variation request at its meeting of 27 May 2020. The RTAG supported this request being brought

to the Committee for consideration, noting that it is a potential Crown funded project, and that SDC would undertake targeted public consultation as part of its processes.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

16. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

Iwi considerations

17. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 2495269: Request to vary RLTP – Brecon Road Extension

Document 2113024: Section 7.4 of the *RLTP for Taranaki: Mid-term Review 2018/19-2020/21* Significance Policy in relation to Plan variations

Request to vary the Regional Land Transport Plan for Taranaki 2015-2021	
Purpose:	To enable the Regional Transport Committee of the Taranaki Regional Council to consider a request for a variation to the <i>Regional Land Transport Plan for Taranaki 2015-21 (RLTP)</i> .
Requesting organisation:	Stratford District Council
Contact person/s:	Stephen Bowden, Roding Asset Manager
Variation request:	Add a new project – Brecon Road Extension, Stratford
<p>Background to variation request</p> <ul style="list-style-type: none"> The Brecon Road Extension project will provide critical infrastructure that connects Brecon Road North and Brecon Road South by virtue of a new link road and two bridges, one over the Patea River and another over the Paetahi Stream, using the existing “paper road” reserve – see attached map. Stratford township’s geometry is rather unique in that it is divided into four quadrants by virtue of State Highway 3 (North/South) and the Patea River (East/West). For residents living in the north western quadrant of Stratford, one route to access the community facilities located in the south western quadrant, is to use SH3 via the town’s Central Business District. At peak times, there are modest travel time delays due to the density of the traffic travelling along SH3 (15,000 vpd) that are negotiating the two roundabouts that “bookend” the CBD, Regan St (SH43) and Fenton Street. <p>This link road project will:</p> <ul style="list-style-type: none"> Provide strategic improvements to road capacity by providing an alternative route to SH3 for the residents of Stratford to travel between the northwest and southwest areas of Stratford. Increase the opportunity for walking and cycling as this route has been identified as a key corridor for active modes of transport. Provide improved access to recreational facilities such as King Edward Park, Carrington Walkway, TET Stadium and the proposed new swimming pool complex. 	
<p>Details of variation request</p> <p>The design and construction of two bridges to span the Patea River and the Paetahi Stream with an inter-connecting road linking both the north and south sections of Brecon Road.</p> <ul style="list-style-type: none"> This project will provide the only crossing over the Patea River in the Stratford Urban area to the west of State Highway 3, which currently divides the Stratford Township into two. Once completed, this link road will also provide an alternative crossing to the residents in this western urban area of Stratford, should the bridge over the Patea River on SH3 be closed in an emergency, roadworks, and for planned street events (Christmas Parade, ANZAC Day Parade). Apart from providing good connectivity between the north and south sides of the Patea 	

River, this route has been identified as a key walking and cycling corridor, to serve schools (one high school and three primary schools), a medical centre, dentist, doctors and kindergartens, TET Stadium and hockey pitch as well as a new aquatic centre. At the present time, residents that live in the western half of Stratford, have to travel to SH3, along SH3 over the Patea River to access two primary schools (St Joseph’s, Avon School), and the medical centre on Romeo Street.

- This link road will also provide the opportunity to develop an area of land locally known as “50 acre wood”. This land is currently land-locked, with access currently only available via a narrow track from 24 Celia Street. With the development of Stratford District Council’s Structure Plan, this area of Stratford lends itself to growth with residential development, as well as forming part of a proposed link between Flint Road to the North of Stratford and Opunake Road to the South. This link will also serve to provide improved access to King Edward Park and the Carrington Walkway for recreational activities.
- With two of the three emergency services located on Miranda Street, (Fire and Police) this link road will provide an alternative route for these services to attend emergency calls to the south of Stratford, without the need to travel through the Central Business District.
- This project has been submitted to Crown Infrastructure Partners as a “Shovel Ready” project as a result of the Covid-19 pandemic and the Government’s initiative to “kick start” New Zealand’s economy by funding infrastructure projects that are ready to be constructed within a maximum of 12 months (30 May 2021).

Location:	Brecon Road, Stratford
Scope and duration:	<ul style="list-style-type: none"> • 2020/21 – Detailed Design, Iwi Consultation, Resource Consent approval. • 2021/22 to 2023/24 – Construction
Estimated cost/s:	\$11,500,000
Funding source/s:	Crown Infrastructure Partners (C Funds) and SDC (L Funds)
Links to Objectives & Policies of RLTP: <i>Refer to Table 2 on page 42 of the Plan</i>	<p>This project aligns well to the strategic priorities of the RLTP. Most specifically, it supports growth and will contribute to the following Objectives & Policies from the RLTP 2015-21:</p> <ul style="list-style-type: none"> • An integrated and collaborative approach to transport and land use planning – Policy I2. • A safe transport network increasingly free of death and serious injury – Policies S1, S2, S3 • A people focused, multi-modal land transport system that connects communities – Policy A1 • A land transport system that is robust and resilient – Policy R1
Impacts on RLTP:	<p>The proposal does not negatively affect any other projects in the RLTP, nor affect the overall integrity/affordability of the Plan, by virtue of Government funding from Crown Infrastructure Partners</p> <p>This project adds to the resilience and reliability of Stratford’s land transport system.</p>

<p>Relationship to the RLTP’s Significance policy on variations: <i>Refer to Section 7.4 on page 69 of <u>Plan</u></i></p>	<p>The proposed change of adding this project to the RLTP does require a formal variation process to be undertaken.</p> <p>This variation does not trigger the RLTP’s Significance Policy in terms of requiring that this project is publically consulted upon by the RTC, as this project:</p> <ul style="list-style-type: none"> • Was already signaled in Table 6 [Activities Included for Future Consideration] of the RLTP (on page 58). COVID-19 economic stimulus funding has provided an opportunity for this project to be brought forward from the planned timeframes. • Will receive appropriate community consultation with the Stratford community by the Stratford District Council. 	
<p>Process for consideration and approval of variation requests</p> <p>The current RLTP for Taranaki was approved in April 2015 (then revised by a mid-term review in June 2018) and any significant new capital works that need to be included require a variation to the programme of activities component of the RLTP. A project must be included within the RLTP before it can be approved for funding from the National Land Transport Fund, which the NZ Transport Agency (NZTA) distributes through the National Land Transport Programme.</p> <p>In accordance with the RLTP variation policy, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement, then to the Taranaki Regional Council (TRC) for final approval. The NZTA is then notified of the varied Plan, per section 18D of the <i>Land Transport Management Act 2003</i>.</p>		
<p>Timeframes for consideration of variation request</p> <p>The following outlines the expected timeframes for processing this variation request. The organisation requesting the variation is responsible for outlining the proposal to the RTAG and RTC.</p>		
Consideration by RTAG	27 May 20120	<p><i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i></p>
Consideration by RTC	17 June 2020	
Consideration by TRC	30 June 2020	
Forward to NZTA	30 June 2020	
<p>Supporting attachments</p> <p>Indicative project plans for the Brecon Road Extension.</p>		



PROJECT OVERVIEW PLAN
SCALE 1:2000



BRIDGE OVERVIEW PLAN
SCALE 1:1000

DRAFT

7.4 Significance policy in relation to Plan variations

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

General determination of significance in relation to Plan variations

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

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

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

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

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

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

Consultation procedure to follow

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

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

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

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



Date 17 June 2020

Subject: **Regional Land Transport Plan: Annual Monitoring Report for 2018/19**

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

Document: 2448102

Purpose

1. The purpose of this memorandum is to present Members with the *Regional Land Transport Plan for Taranaki 2015/16-2020/21: Annual Monitoring Report for 2018/19*.

Executive summary

2. The Committee is required to monitor the implementation of the Regional Land Transport Plan (the RLTP or the Plan). In order to provide the Committee with an overview of progress on the planned activities and projects, and how these are implementing the strategic objectives of the Plan, a summary report has been compiled from information provided by the approved organisations in the region.
3. The report covers the 2018/19 financial year, being the first year of the Plan as revised by the mid-term review (during 2017/18) for the 2018/19-2020/21 period, though the fourth year of the six-year Plan overall.

Recommendation

That the Taranaki Regional Council:

- a) receives and adopts the *Regional Land Transport Plan for Taranaki 2015/16-2020/21: Annual Monitoring Report for 2018/19*.

Background

4. As Members are aware, the *Land Transport Management Act 2003 (LTMA)*, as amended, is the main statutory framework for land transport planning and funding in New Zealand.
5. 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 single regional planning

document – the regional land transport plan, which combines elements of both former documents.

6. The first such plan for the region, the *Regional Land Transport Plan for Taranaki 2015/16–2020/21*, was developed during 2014/2015 and approved by the Council on the 7 April 2015. It came into effect on 1 July 2015. 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.
7. 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 therefore 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, the Transport Agency then decides which activities it will include in the three-yearly National Land Transport Programme. Once included in the National Programme, an activity can then be funded from the NLTF and subsequently delivered.
8. 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 within it”.
9. Section 7.1 of the RLTP therefore states –

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:

<i>• A high level narrative report on the implementation of the objectives in the Plan</i>	Section 3
<i>• Progress against the programme of activities included in the programme component of the Plan, against certain key criteria where possible.</i>	Section 4
<i>• A comparison of the funding requested for the preceding year against the actual funding approved and the actual expenditure for that year.</i>	Section 5 & Appendix B
<i>• Details of any plan variations approved during the year.</i>	Section 2.2
<i>• An outline of the progress against significant activities identified in Section 5.3 of the RLTP.</i>	Appendix A

10. References made to the right of each item note the location of this monitoring aspect within the report.

Discussion

11. This Annual Monitoring Report provides an update on the RLTP for the 2018/19 financial year, which covers the period from 1 July 2018 to 30 June 2019. This being the

first year of the Plan as revised by the mid-term review (during 2017/18) for the 2018/19-2020/21 period, though the fourth year of the six-year Plan overall.

- Overall, each of the Approved Organisations in Taranaki made fairly good progress towards achieving their planned activities during the first 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.
- While there were no major storm events for the year, various minor events did occur which required attention, along with completing some reinstatement works 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 – a range of safety measures were completed e.g. safety barriers, rubble strips, slow-vehicle bays. More extensive works started in March 2019, including a passing lane at Ladies Mile.
 - Mt Messenger Bypass – the aimed start for construction in late 2018 did not occur, due to resource consent appeals, with the appeals process still underway in June 2019.
 - Awakino Tunnel Bypass – pre-implementation work on consenting, property purchase and detailed design continued throughout the year. Construction to start in late 2019.
- The SH3 Waitara to Bell Block project has been the RLTP's highest ranked priority since April 2015, due to the 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 primarily to a perceived lack of progress with implementing solutions, as no physical improvement works were again undertaken during 2018/19.
- 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.
- Four formal variations to the Plan were received during the year.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

14. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

Iwi considerations

15. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 2283140: Regional Land Transport Plan for Taranaki 2015-21: Annual Monitoring Report for 2018/19



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

Annual Monitoring Report for 2018/19 (Year Four)

March 2019
Word document: 2283140-v3

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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	New Zealand 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, the NZ Transport Agency 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 **2018/19** financial year. This being the first year of the Plan as revised by the mid-term review (during 2017/18) for the 2018/19-2020/21 period, though the fourth 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 the NZ Transport Agency 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 NZ Transport Agency’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 the Transport Agency).

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 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

Four formal variation requests were made to the Regional Transport Committee to vary the RLTP during the 2018/19 year:

Date	Org.	Project	Summary
Sep. 2018	NPDC	Rail-crossing gates, Weymouth Rd, NP	New project: Safety works to install automatic gates at the Weymouth St pedestrian crossing over the railway line.
Mar. 2019	NZTA	Taranaki State Highway LED lighting	New project: Convert current ageing streetlights to LEDs on the state highway network.
Mar. 2019	NPDC	Coastal pathway extension to Waitara	New project: To extend the Coastal Walkway to Waitara, keeping walkers and cyclists safely away from SH3.
Jun. 2019	NZTA	Taranaki State Highway Speed Management Guide implementation	New project: Changes on state highways based on recommendations in the Speed Management Guide.

The first three 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.

More detail was sought on the fourth variation request, to implement the Speed Management Guide on Taranaki’s State Highway network, so this was not approved during the year.

Further details on these variations are provided at 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 2018/19 financial year, being the fourth year of the six-year Plan, saw a 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. 2018/19 saw continued improvements to active transport mode facilities and integration, primarily through NPDC’s Let’s Go project and STDC’s Pathways for People activities. As part of applying the NZ Transport Agency’s required Business Case Approach, a number of stakeholder Investment Logic Mapping (ILM) workshops were held throughout the region for specific transport projects and Asset/Activity Management Plans.
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 2018/19 sought in some way to achieve this. Strong progress on the 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 Waitara to Bell Block Route Improvements

Plan Objective	Implementation notes
	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.
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. 2018/19 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 further works following the storm event of June 2015, particularly on SH43. Work continued to progress resilient access to Waiinu Beach, Waitotara Silver Fern Farms Abattoir, and the Richard Alexander Quarry, through extending Nukumarū Station Road in Waitotara.</p>
6) An energy efficient and environmentally	Public transport operations are key to achieving this objective, and continued

Plan Objective	Implementation notes
sustainable land transport system.	<p>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.</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 2018/19, 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 integrated transport network	An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness.	I1	<ul style="list-style-type: none"> Take a one network approach to managing the transport system.
			I2	<ul style="list-style-type: none"> Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner.
2	Facilitating growth and economic development	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"> Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.
			G2	<ul style="list-style-type: none"> Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.
			G3	<ul style="list-style-type: none"> Ensure those roads in the region serving tourism and the productive sector are fit for purpose.
			G4	<ul style="list-style-type: none"> Protect and promote the existing rail corridors.
3	Reducing the safety risk on Taranaki's transport network	A safe transport network increasingly free of death and serious injury.	S1	<ul style="list-style-type: none"> Promote infrastructure improvements on strategic corridors.
			S2	<ul style="list-style-type: none"> Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users.
			S3	<ul style="list-style-type: none"> Support the aims of <i>Safer Journeys</i> and Roadsafe Taranaki.
4	Maintaining and improving accessibility and travel options 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"> 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.
			A2	<ul style="list-style-type: none"> Optimise existing capacity in the transport network through travel demand management measures and improved use of technology.
			A3	<ul style="list-style-type: none"> Ensure a range of travel options are available to the region's residents.
5	Ensuring network resilience and responsiveness 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"> Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change.
			R2	<ul style="list-style-type: none"> Protect routes with lifeline functions.
6	Reducing negative environmental and community impacts arising from transport	An energy efficient and environmentally sustainable land transport system.	E1	<ul style="list-style-type: none"> Ensure transport efficiencies, promote alternative modes and manage transport demand.
			E2	<ul style="list-style-type: none"> Encourage development of infrastructure and technology that promotes the use of alternative vehicle types (e.g. battery or fuel cell electric vehicles).
7			F1	<ul style="list-style-type: none"> Maximise efficiency and optimisation of existing capacity across the transport system.

#	Issues	Objectives	Ref	Policies
	Addressing these issues in an environment of constrained funding and affordability 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.	F2	<ul style="list-style-type: none"> ▪ Ensure road standards are developed to meet ONRC requirements and support land use change

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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 NZ Transport Agency (System Design and Delivery).

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

NPDC achieved 93% expenditure in its maintenance operations and renewals programme for the 2018/19 financial year. As targeted, 5.7% of roads were resurfaced and 90% of the pre-reseal sites were repaired in advance of the planned 2019/20 reseals.

The one site remaining for repair from the significant flood event of 19-20 June 2015 (a box culvert replacement on Otaraoa Road at Tikorangi Road) has been completed.

Minor (Low Cost/Low Risk) Improvements

The funds in this category were fully spent on a variety of projects throughout the district. This included a second section of Mangorei Road, to enable a consistent road environment and mitigation of an identified crash risk area.

Of note was the implementation of a high number of pedestrian and cycling improvements in urban areas.

Projects

The LED Streetlight conversion programme continued in 2018/19 with 99.9% completion by 30 June 2019. Generally the only remaining street lights left to be upgraded in the New Plymouth street lights.

Let's Go (the NPDC's Model walking and cycling community's ongoing initiative) successfully completed Cyclist Skills and Scooter Skills delivery to Primary School students. Our survey of primary school travel indicates that 70% of New Plymouth primary schools walk or cycle to school.

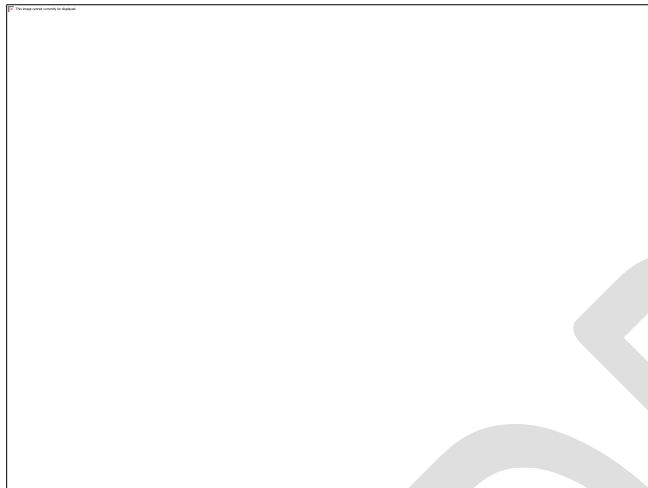
4.2 Stratford District Council

Maintenance, Operations and Renewals

For the 2018/19 year Stratford District Council spent 112% of its total approved allocation for the one year period. The main areas of attention were on sealed and unsealed pavement maintenance as a

result of the forestry industry continuing to extract logs throughout the winter months. As a result the following roads needed extensive repairs throughout the Spring and Summer. The roads affected by this increase in forestry activity were, Soldiers Road, Kupe Road, Stanley Road, Douglas North Road, and Mangapapa Road.

Other works of note were the repairs to McBrides Bridge on Mangaehu Road. This bridge was damaged in a high rainfall event from flood debris, see the photo below:



McBride's Bridge

All other routine maintenance of the roading network has been completed for the year.

With the Government co-funding footpath maintenance and renewals, Stratford District Council has taken this opportunity to increase the funding allocated to this particular work activity. This will increase the length of footpaths that we plan to replace each year by a third. Our target for the each year is approximately 3km of footpaths to be replaced.

Annual reseal programmes were completed as planned.

Minor (Low Cost/Low Risk) Improvements

Work has commenced on a pavement rehabilitation and a Low Cost Low Risk improvement project on Mangaotuku Road. Due to the nature of the ground conditions on the eastern side of the road, the realignment of the road has resulted in retreating into the banks on the western side, as shown in the photograph below.

Mangaotuku Road has been used extensively over the last three years by the forestry industry, extracting timber from Soldiers Road. With more forestry blocks still remaining in the area, it is likely this road will be used by the forestry industry for several years to come.

At present the project has been put on hold due to the ground conditions throughout the winter months. The contractor is expected to return to site in November 2019.



Mangaotuku Road Realignment

Following a lay off over the winter months, work re-commenced to continue with the upgrade to the Plateau carpark on Pembroke Road. As can be seen in the photograph below, the construction of a concrete footpath around the perimeter of the carpark, placing rocks to control surface water run-off and preparation for the sealing of the carpark surface has been completed. The sealing of the car park was completed in April this year.



Pembroke Road
Carpark

Projects

The installation of a fibre broadband network in Midhirst began in March 2019. This contract has been let by Crown Fibre Holdings to Chorus.

4.3 South Taranaki District Council

The South Taranaki District Council (STDC) completed its land transport programme for the 2018/19 financial year (i.e. 1st year) spending an average of 94% of its approved budget on maintenance and renewal works. The spending on Community Road Safety programme was 114% of the approved budget. There were no major storm events for the year but various minor events during the year amounted to \$458K. The Nukumarū Station Road extension has been granted resource consent, but due to conditions imposed and lack of interest in the design and build contract it is now back to design first and tender to build in 2019/20 financial year.

Maintenance, Operations and Renewals

General Maintenance

The expenditure on general maintenance work involving sealed and unsealed pavement repair, drainage, traffic services, vegetation, cycleway and minor events were more than budget. Total expenditure was \$7,914,273 with an approved budget of \$7,424,171. Achievement was 107%.

Renewals

Roads upgraded were Whenuku, Puniho, Newall, Cape, Duthie and Denby Roads. A total length of 7.3km of road was upgraded at a total cost of \$1.66 million.

Completed pavement rehabilitation work at Duthie Road.

The annual reseal completed was a total length of 72.5km over 408,230m². The programme was to complete to at least 400,000m². The total cost for the annual reseal was \$2.13 million.

No bridges were upgraded. Design work completed for two bridges to be tendered out in 2019/20.



Footpath renewal work completed in Tasman Street, Opunake.



Shifting the entrance to the Hawera Cemetery due to existing intersection having a very poor sight visibility.

Total expenditure on renewals work was \$4,907,148 which is lower than the approved budget of \$6,276,000. Achievement was only 78%. The majority of the underspend is on bridge upgrade and pavement rehabilitation.

Minor (Low Cost/Low Risk) Improvements

Total expenditure on minor improvement work was \$748,823, (including consultant's fees) which is below the approved budget of \$1,932,000. Achievement was only 39%. The expected spend on pathway projects did not occur due to delay in getting agreement with New Zealand Rail.

Projects

Street Lighting (LED conversion project)

The LED Street lights conversion project has been completed. The cost expended was \$191,214 for 2018/19

Community Road Safety Programme

The priority programmes delivered for the year by Roadsafet Taranaki on behalf of the region are as follows:

High priority (cost \$231,675):

- Young drivers:
 1. Driver license programmes held (Blue Light Central & South Taranaki – Te Ara Tika) & continued support of Waitara HS, Marfell, Taranaki Young Peoples Trust, Ngaruahine Trust Manaia.

- 2. Advanced driving course (Stratford venue) - 85 participants (50 Learner & 17 Restricted, 2 x International).
- 3. Secondary School road safety survey follow up (4,500 secondary school students)
- Speed:
 1. Radio & newspaper segments targeting safe speeds past school buses & on rural roads
 2. Back to School targeting drivers around schools
 3. Agricultural & Pastoral shows at Stratford and Hawera targeting rural driver and safe speed.
- Alcohol:
 1. SADD support in schools – plus providing for 27 students to attend SADD 3 day National conference
 2. Tamati Paul visit to high schools, Corrections and Police
 3. Radio advertising
 4. Recidivist drink driving programme x 4
 5. Billboards
- Roads and Roadsides:
 1. Intersection Wheel
 2. Radio advertising – daylight savings
- Motorcycles:
 1. Billboards to support Ride Forever ACC/NZTA training programme

Medium Priority (cost \$59,325):

- Distractions – Cellphone campaign & partner with Police on Operations, Fatigue Stops

- Restraints – Child restraint clinics, Checkpoints & partner with Police on Operations
- Walking and Cycling – cycle skills training, road patrol celebration, Be Safe Be Seen, What r u missing
- Older Drivers – support aged concern to run 'Driving with confidence' & 'Life without a car' courses

Total expenditure was \$291,000 which is slightly over the budget of \$255,000. The over spend is on the Work Charter project which we have to engage external staff to manage, and contracting the recidivist drink driving programme after local provider had to withdraw from delivery.

4.4 NZ Transport Agency System Design & Delivery (SD&D)

Maintenance, Operations and Renewals

In the 2018/19 year the following **maintenance activities** were completed:

- 42.3km of chipseal road resurfacing was completed at a cost of \$1,808,900.
- 6km of road reconstruction was completed at a cost of \$2,288,566.
- 1.1km of Thin Asphaltic Construction completed at a cost of \$1,260,672
- 1km of Structural Asphaltic Construction completed at a cost of \$670,000
- A total of 9.4km of road surface was treated to improve skid resistance at a cost of \$663,285.

Minor (Low Cost/Low Risk) Improvements

The following provides a summary of the **safety projects** throughout the Taranaki region for 2018/19. The NZ Transport Agency undertook ten Low Cost/Low Risk Projects, some which will be completed during 2019/20.

Key Low Cost/Low Risk projects from 2018/19 include:

- Safety Audit and detailed design of SH44 Moturoa Shopping Centre pedestrian improvements – for construction 2019/20.
- SH44 Pedestrian Links Project – pedestrian link from Molesworth St to Coastal Walkway – completed
- SH3 Rata St Inglewood intersection Improvements – completed.
- SH4 Ongarue Stream erosion repairs (2 sites) – Resilience
- SH43 Paparata Saddle repairs – Resilience
- Continuing installation of Audio Tactile Pavement (ATP) markings
- Safety Signage on SH43
- SH3 Glover Rd roundabout approach Improvement detailed design
- SH45 Devon St West Cycleway Improvements (NPDC / NZTA Project)

Projects

The following provides a summary of the status of projects throughout the Taranaki region for 2018/19.

SH3 Mt Messenger and Awakino Gorge corridor

- Mt Messenger bypass
- SH3 corridor safety improvements
- Awakino tunnel bypass

Resource consent hearings were held at NPDC in August 2018.

Resource consents were granted in late 2018 and were appealed to the Environment Court. Environment Court Hearings held in New Plymouth in July 2019.

LED lighting upgrade: NZTA has submitted a funding request for the upgrade of all State Highway streetlights to LED. Funding application is being reviewed by NZTA Wellington.

SH3 Waitara to Bell Block (W2BB) project: Detailed Business Case (DBC) submitted and funding approved for sections of the overall project. Detailed design is currently being tendered with aim to complete detailed design over 2019/20 with construction of major aspects of the W2BB project to begin in 2020/21 (centreline and side barriers, widening and four roundabouts at key intersections). Construction is estimated to take 2-3 years.

SH43 Single Stage Business Case: SSBC completed just after end of 2018/19 year and Stratford DC will submit to Provincial Growth Fund for consideration.

Emergency Works sites following June 2015 severe weather event:

Two sites completed in 2018/19. One site remaining, SH43 West Otunui, in Ruapehu District. Funding approval & detailed design / resource consents significantly advanced as at August 2019 and site will be completed in 2019/20.

SH3 Kent Rd: reinstatement of culvert damaged in August 2017 rainfall event was completed in March 2019 with SH3 returned to two traffic lanes on original alignment. Additional Works completed while works teams on site. Total costs \$850,000.

SH43 Hospital Hill: SH43 under slip repair (043-130/19.7) completed December 2018/April 2019 at cost of \$930,000. Works also included

construction of Emergency access for emergency services via private land / RDC road. Final stage of SH43 Hospital Hill emergency works – subsidence zone (043-130-19.7-19.95) 220m retaining wall – detailed design being finalised as at August 2019. Construction programmed to begin in September 2019 through to December 2019/January 2020.

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 2018/19 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.
- Four 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 — appeals against the project’s resource consents have put pressure on the planned construction start date in late 2019
 2. Awakino Tunnel Bypass project — tender has been let and works are expected to start in October 2019
 3. Corridor-wide safety and resilience improvements – construction works continued during the year.
 - There was continued advocacy and support for the prioritisation of a stock truck effluent disposal site being constructed on SH3 near Piopio, along with an upgrade/ replacement site in the Mt Messenger vicinity which addresses the capacity needs of the Ahititi stock truck disposal site.
 - 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. A bid to secure funding through the Government’s Provincial Growth Fund was initiated. The Fund presented the region a new opportunity outside of the National Land Transport Fund to complete the sealing of the corridor and improve the emerging tourism link between Stratford and Ruapehu districts.
- Formal submissions in 2018/19 were made on the:
 - Ministry of Transport’s Land Transport Rule Regulatory Stewardship (Omnibus) Amendment 2018
 - Minister of Transport’s announcement on the State Highway 3 Waitara to Bell Block project
 - Waikato Regional Council’s Road Safety Questionnaire
 - Ministry for Primary Industries’ review of the Walking Access Act 2008

- Ministry of Transport’s Enhanced Drug Impaired Driver Testing Discussion Document
- Support of the inter-regional cross-sector State Highway 3 Working Party continued to see relationships between the member organisations strengthen, in particular the relationship with the Waikato Regional Council. The Mt Messenger and Awakino Tunnel bypass projects reflect the value of working collaboratively on land transport issues. Two Working Party meetings were held during the year, in October 2018 and March 2019. A key outcome of the March 2019 meeting was to establish a sub-group to maintain a listing of issues/improvements along the corridor, helping to focus the Working Party on future improvements and aligning any proposed improvements with each three-year RLTP/NLTP funding cycle.
- 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 commenced towards the end of the year. 2018/19 saw the continuation of all the region’s public transport services, as outlined below.

4.6 Taranaki Regional Council – Public Transport

Citylink

The Citylink (New Plymouth, Waitara, Bell Block and Oakura) bus network recorded patronage of 618,407, an increase of 4.6% (equivalent to 27,265 trips) in 2018/19.

Patronage results were: Seniors/SG Card patronage up 6% (or 3,569 trips), Child/Student up 10% (or 32,620 trips), Access up 3% (or 185 trips), Tertiary up 17% (or 778 trips), Transfers up 3% (or 2,739 trips), Promotion patronage up 63% (or 708 trips), Adult patronage down 7% (or 2,503 trips), Community Service Card holders down 12% (or 6,682 trips), and WITT down 17% (or 4,149).

Connector

The Connector (Hawera to New Plymouth) bus service recorded patronage of 28,963 in 2019/18, a decrease of 4.4% (equivalent to 453 trips).

Patronage results were: Adults up 7% (or 247 trips), Seniors/SG Card up 16% (or 514 trips), school students attending training up 19% (or 569 trips). TDHB patronage was down 16% (588 trips), Access down 49% (or 104 trips), Community Services Card holders down 8% (or 238 trips), Tertiary down 33% (or 731 trips), Child down 16% (or 80 trips), and WITT students down 10% (or 1,073).

Southlink

Two of the Southlink once-a-week services recorded a drop in patronage compared to 2017/2018. The Waverley to Hawera service recorded a minor increase in patronage. The results are shown in Table 2.

Table 2: Southlink services patronage 2018/19

Bus service	Patronage	% change from 2017/2018
Waverley-Patea-Hawera	1,259	3%
Opunake-Hawera (including Manaia-Hawera)	434	-40%
Opunake-New Plymouth	811	-10%

The change in patronage is detailed below:

- Waverley-Patea-Hawera patronage was up 3% (or 36 trips from the 1,223 trips in 2017/2018): compared to last year Adult patronage was up 15% (or 61 trips), fare paying Child was up 33% (or 4 trips), SuperGold was down 1% (or 7 trips) and Under 5s were down 95% (or 38 trips).
- Opunake-Hawera (including Manaia-Hawera) patronage was down 40% (or 286 trips) on 2017/2018: compared to last year, Adult patronage was down 30% (or 211 trips), SuperGold down 57% (or 264 trips) and Under 5s down 79% (or 27 trips). For the first time Access patronage was recorded with 60 trips occurring.
- Patronage for the Opunake-New Plymouth service was down 10% (or 87 trips): compared to last year Adult patronage was down 35% (or 92 trips), fare paying Child down 13% (or 16 trips), while SuperGold was down 2% (or 11 trips).

Table 3: Regional bus service performance measured by patronage

Bus service	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
New Plymouth 'Citylink' network	578,396	582,357	570,616	581,456	591,142	618,407
Opunake-Hawera service	1,320	1,019	1,027	1,027	720	434
Opunake-New Plymouth service	1,564	1,168	1,038	852	898	811
Waverley-Hawera service	1,898	1,762	1,515	1,405	1,223	1,259
Hawera-New Plymouth 'Connector' service	0	0	31,407	30,071	30,303	28,963
Regional total	584,371	586,306	605,603	614,811	624,286	649,874

Source: Passenger boardings compiled from TRC's annual achievement return for passenger transport.

General matters

- Free off-peak travel for all SuperGold Card holders was available on all regional public transport services. SuperGold Card trips on all services totalled 59,480, up 6% on the 56,326 trips recorded in 2017/18. SuperGold Card patronage accounts for 9% of all patronage across all services.
- The region's farebox recovery level (i.e. the level of revenue from fares), and an indicator of the efficiency of the Council's bus networks, was 38.1% in 2017/18. This was down 0.5% from 38.6% in 2017/18.
- The Commerciality Ratio for the region was 39%, down 1% on the 40% reported in 2017/18. This is a financial calculation that measures performance by assessing the proportion of revenue generated by public transport users against the cost of providing the services. The Commerciality Ratio per service is shown in Table 4.

Table 4: Public transport services Commerciality Ratio league table for 2018/19 and 2017/18

Bus service	2018/19	2017/18
Hawera to New Plymouth 'Connector'	60.5%	60.6%
New Plymouth 'Citylink network'	37.3%	37.9%
Waverley-Hawera	15.8%	31%
Opunake-New Plymouth	12.8%	15%
Opunake-Hawera	5.5%	10.4%

The significant decreases in ratio for Opunake to Hawera and Waverley to Hawera are due to new flat fares of \$2 and \$3 respectively being trialled and introduced mid-year. The trial is to remove cost as a barrier to travelling and determine if this would increase patronage.

Total Mobility

Total Mobility services continued to be provided throughout the region. Client numbers were 1,644 at year end, up 6% from 1,547 in 2017/18. Total trips numbered 49,009, up 9% from 44,098 trips in 2017/18.

Ironside Vehicle Society continued to receive funding assistance for the provision of a passenger transport service for the transport disadvantaged. Of the 6,753 trips recorded, 5,260 (or 78%) involved wheelchair users. These figures compare to 2017/18, of 6,910 trips and 5,436 (or 79%) involving wheelchair users.

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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 2018/19. 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 year of the Plan, and the resulting proportion of approved expenditure spent.

The figures were provided by staff of the NZ Transport Agency 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, the Approved Organisations have spent about one third (actually 35.7%) of their approved 3-year allocation, which provides a very broad indication that they are largely on track on complete their intended programme of activities over the three year NLTP.

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 'one-third' proportion of spending:

- **Investment Management** — No explanation received for the proportionally high level of variance in the figures provided.
- **Road Safety Promotion & Demand Management** — No explanation received from NPDC for the proportionally high level of variance in the figures provided.
- **Walking and Cycling Improvements** — No explanations received from the respective organisations for the proportionally high level of variance in the figures provided.
- **Local Road Improvements** — STDC had a significant underspend in this area due to delays in getting agreement from KiwiRail in respect of the Hawera to Normanby pathway project.
- **State Highway Improvements** — No explanation received for the proportionally high level of variance in the figures provided.
- **Regional Improvements** — No explanation received for the figures provided by NZTA. It is noted 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.

As is evident above, sought explanations/clarifications were unfortunately not always provided.

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 **2018/19** financial year, which covers the period from 1 July 2018 to 30 June 2019. This being the first year of the Plan as revised by the mid-term review (during 2017/18) for the 2018/19-2020/21 period, though the fourth 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, each of the Approved Organisations in Taranaki made fairly good progress towards achieving their planned activities during the first 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.

While there were no major storm events for the year, various minor events did occur which required attention, along with completing some reinstatement works 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 – a range of safety measures were completed e.g. safety barriers, rubble strips, slow-vehicle bays. More extensive works started in March 2019, including a passing lane at Ladies Mile.
- Mt Messenger Bypass – the aimed start for construction in late 2018 did not occur, due to resource consent appeals, with the appeals process still underway in June 2019.
- Awakino Tunnel Bypass – pre-implementation work on consenting, property purchase and detailed design continued throughout the year. Construction to start in late 2019.

The SH3 Waitara to Bell Block project has been the RLTP's highest ranked priority since April 2015, due to the 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 primarily to a perceived lack of progress with implementing solutions, as no physical improvement works were again undertaken during 2018/19.

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.

Four formal variations to the Plan were received during the year.

State Improvements: Bell Block to SH3/3A at the preferred safety improvements as identified in the action of SH3	Regional Transport Committee - Regional Land Transport Plan Monitoring Report 2018/2019	State Highway Improvements AC	1	S1-S3 A1-A3	
Block Safer Corridor Reduce the severity and frequency of crashes to reduce deaths	NZTA	<ul style="list-style-type: none"> Detailed BC, Pre-implementation & Implementation N Funds State Highway Improvements AC 	1	S1-S3 A1-A3	
Improvements Reduce frequency of crashes to reduce deaths and serious injury.	NZTA		1	S1-S3 A1-A3	
Intersection Improvements Reduce frequency of crashes to reduce deaths and serious injury.	NZTA		1	S1-S3 A1-A3	
Intersection Improvements Reduce frequency of crashes to reduce deaths and serious injury.	NZTA		1	S1-S3 A1-A3	
Intersections Establish a new improved intersection with SH3. Thereby addressing a safety issue, unlocking residential growth opportunities in a providing a better connection to the airport for tourism and	NPDC	<ul style="list-style-type: none"> Detailed BC & Construction N & L Funds Local Road Improvements AC 	1	G1-G3 S1-S3 R2	No update received
North Plymouth Corridor Improvements Identified as priority for investment and identified as a priority roads team.	NZTA	<ul style="list-style-type: none"> Pre-implementation, Implementation & Property N Funds State Highway Improvements AC 	2	S1-S3 A1-A3	Community engagement events were held. A summary of public feedback and options for the route was released in April 2019. The project is in completion / submission mid-late 2019.
North Taranaki Moving and Growing Addressing identified problems, including modelling NP's transportation issues the issues faced today and those that will be exacerbated with	NPDC	<ul style="list-style-type: none"> Programme BC N & L Funds Investment Management AC 	3	I1-I2 S1-S2 A1-A3 R1-R2 F1-F2	No update received
North Taranaki Modernisation Replace GOX/SON streetlight stock to LED streetlights, thereby reducing operational costs, including power charges.	NPDC	<ul style="list-style-type: none"> Construction N & L Funds Local Road Improvements AC 	4	E1 S3 A1	Close to 100% completed by end of 2018/19.
North Taranaki Safety Management Reduce the severity and frequency of crashes to reduce deaths	NZTA	<ul style="list-style-type: none"> Detailed BC, Pre-implementation & Implementation N Funds State Highway Improvements AC 	5	S1-S3 A1-A3	No update received
North Taranaki Safer Corridor Reduce the severity and frequency of crashes to reduce deaths	NZTA	<ul style="list-style-type: none"> Detailed BC, Pre-implementation & Implementation N Funds State Highway Improvements AC 	5	S1-S3 A1-A3	No update received
North Taranaki - Improvements substantially continued over from the previous 3 year period					
North Taranaki Mt Messenger Corridor Improve safety, freight efficiency and resilience on SH3 between Mt Cook and the Gorge. The project is Crown appropriated under the ARRP.	NZTA	<ul style="list-style-type: none"> C Funds & N Funds Implementation 	NA	S1, S3, S4, F1, G1-G3 R1-R2	Corridor improvements continued over from the previous 3 year period, including a range of safety measures. Work started in March 2019, including the Ladies Mile.
North Taranaki Road Pass Identify a new road alignment at Mt Messenger on State Highway 3 New part-funded by the Crown as part of the Governments Road Building Programme, and part-funded by the NLTP.	NZTA	<ul style="list-style-type: none"> Pre-Implementation & Implementation C Funds State Highway Improvements AC 	NA	S1, S3, S4, F1, G1-G3 R1-R2	Resource consent hearings were held. Consents were granted in late 2018. Project implementation through the Environment Court. Project implementation through the legal process is ongoing.
North Taranaki Extension Extension from Nukumaru Station Road to Waiinu Beach Road, Waitotara, providing alternative access following severe flood damage to the Limeworks road and a new g of rail level crossing.	STDC	<ul style="list-style-type: none"> L Funds & N Funds Local Road Improvements AC 	NA	S1-S4	Project delayed due to landowner issues. Work is now worked through.
North Taranaki Interim Ticketing Solution Regional councils procuring new integrated bus ticketing system.	TRC	<ul style="list-style-type: none"> Public Transport L Funds & N Funds Public Transport AC 	NA	A1, E1	Development of the system is ongoing. Implementation expected in the 2019/20 year.
North Taranaki Sealing Propose to determine the feasibility for investing in the sealing of the entire state highway through the Tangarakau Gorge.	NZTA	<ul style="list-style-type: none"> Single-Stage Business Case N Funds 	NA	G1, G3	Scope of BC was expanded to cover the entire SH3. Resilience upgrades along entire SH3 completed just after 2018/19 year.
North Taranaki - Improvements as a result of a Plan Variation					
North Taranaki Plymouth Rd, NP Install automatic gates at the crossing following a safety review.	NPDC	<ul style="list-style-type: none"> N Funds 	NA	S3, S4, G2, A3	Completed in November 2018.
North Taranaki LED lighting Identify lights to be converted to LED on the state highway network.	NZTA	<ul style="list-style-type: none"> N Funds Implementation 	NA	E1, F1	Funding application is being reviewed by the Finance Office.

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	Actual spent during 3-year Programme	\$11,073	0	0	\$112,161	\$617,000
	Percentage of approved allocation spent ⁴	48.3%	0%	0%	20.3%	28.1%
Roads	Actual in 2018/19 (Year 1) ¹	\$11,057	0	\$680,072	-	-
	Actual in 2019/20 (Year 2)	0	0	0	-	-
	Actual in 2020/21 (Year 3)	0	0	0	-	-
	Anticipated 3-year expenditure ²	\$11,057	0	\$1,965,000	-	-
	NZTA approved 3-year allocation ³	\$11,057	0	\$1,965,000	-	-
	Actual spent during 3-year Programme	\$11,057	0	\$680,072	-	-
	Percentage of approved allocation spent ⁴	100%	0%	34.6%	-	0%
Other	Actual in 2018/19 (Year 1) ¹	0	0	0	-	\$259,300
	Actual in 2019/20 (Year 2)	0	0	0	-	-
	Actual in 2020/21 (Year 3)	0	0	0	-	-
	Anticipated 3-year expenditure ²	\$226,520	0	0	-	\$2,265,200
	NZTA approved 3-year allocation ³	\$226,520	0	0	-	\$2,265,200
	Actual spent during 3-year Programme	0	0	0	-	\$259,300
	Percentage of approved allocation spent ⁴	0%	0%	0%	-	11.5%
Other	Actual in 2018/19 (Year 1) ¹	-	-	-	\$2,615,900	-
	Actual in 2019/20 (Year 2)	-	-	-	0	-
	Actual in 2020/21 (Year 3)	-	-	-	0	-
	Anticipated 3-year expenditure ²	-	-	-	\$8,295,101	-
	NZTA approved 3-year allocation ³	-	-	-	\$8,305,182	-
	Actual spent during 3-year Programme	-	-	-	\$2,615,900	-
	Percentage of approved allocation spent ⁴	-	-	-	31.5%	-
Other	Actual in 2018/19 (Year 1) ¹	\$12,394,815	\$3,604,270	\$12,821,421	-	-
	Actual in 2019/20 (Year 2)	0	\$0	\$0	-	-
	Actual in 2020/21 (Year 3)	0	\$0	\$0	-	-
	Anticipated 3-year expenditure ²	\$41,253,000	\$16,843,160	\$40,791,571	-	-
	NZTA approved 3-year allocation ³	\$41,253,000	\$16,846,160	\$40,791,571	-	-
	Actual spent during 3-year Programme	\$12,394,815	\$3,604,270	\$12,821,421	-	-
	Percentage of approved allocation spent ⁴	30.1%	21.4%	31.4%	-	-
Other	Actual in 2018/19 (Year 1) ¹	\$2,495,072	\$1,213,295	\$1,114,384	-	-
	Actual in 2019/20 (Year 2)	0	0	0	-	-
	Actual in 2020/21 (Year 3)	0	0	0	-	-
	Anticipated 3-year expenditure ²	\$9,370,242	\$2,745,451	\$7,199,773	-	-
	NZTA approved 3-year allocation ³	\$9,370,242	\$2,745,451	\$6,623,993	-	-
	Actual spent during 3-year Programme	\$2,495,072	\$1,213,295	\$1,114,384	-	-
	Percentage of approved allocation spent ⁴	26.6%	44.2%	16.8%	-	-
Other	Actual in 2018/19 (Year 1) ¹	-	-	-	-	\$17,608,400
	Actual in 2019/20 (Year 2)	-	-	-	-	-
	Actual in 2020/21 (Year 3)	-	-	-	-	-
	Anticipated 3-year expenditure ²	-	-	-	-	\$29,544,400
	NZTA approved 3-year allocation ³	-	-	-	-	\$59,479,300
	Actual spent during 3-year Programme	-	-	-	-	\$17,608,400
	Percentage of approved allocation spent ⁴	-	-	-	-	29.60%
Other	Actual in 2018/19 (Year 1) ¹	-	-	-	-	\$9,285,800
	Actual in 2019/20 (Year 2)	-	-	-	-	-
	Actual in 2020/21 (Year 3)	-	-	-	-	-
	Anticipated 3-year expenditure ²	-	-	-	-	\$175,142,500
	NZTA approved 3-year allocation ³	-	-	-	-	\$13,507,200
	Actual spent during 3-year Programme	-	-	-	-	\$9,285,800
	Percentage of approved allocation spent ⁴	-	-	-	-	68.7%
Other	Actual in 2018/19 (Year 1) ¹	-	-	-	-	\$19,363,100
	Actual in 2019/20 (Year 2)	-	-	-	-	-
	Actual in 2020/21 (Year 3)	-	-	-	-	-
	Anticipated 3-year expenditure ²	-	-	-	-	\$3,173,900
	NZTA approved 3-year allocation ³	-	-	-	-	\$29,544,400
	Actual spent during 3-year Programme	-	-	-	-	\$19,363,100
	Percentage of approved allocation spent ⁴	-	-	-	-	65.5%
Other	Actual in 2018/19 (Year 1) ¹	\$14,912,017	\$4,817,565	\$14,615,877	\$2,728,061	\$47,133,900
	Actual in 2019/20 (Year 2)	0	0	0	0	-
	Actual in 2020/21 (Year 3)	0	0	0	0	-
	Anticipated 3-year expenditure ²	\$50,860,819	\$19,588,611	\$49,956,344	\$8,848,222	\$212,321,500
	NZTA approved 3-year allocation ³	\$50,883,766	\$19,591,611	\$49,380,564	\$8,858,303	\$106,991,600
	Actual spent during 3-year Programme	\$14,912,017	\$4,817,565	\$14,615,877	\$2,728,061	\$47,133,900
	Percentage of approved allocation spent ⁴	29.3%	24.6%	29.6%	30.8%	44.1%
Other	Actual in 2018/19 (Year 1) ¹	\$201,265	\$525,810	0	0	\$ 2,761,000
	Actual in 2019/20 (Year 2)	0	0	0	0	-
	Actual in 2020/21 (Year 3)	0	0	0	0	-

The actual expenditure in this activity class between 1 July 2018 and 30 June 2019, being the fourth year of the Plan and the first year of this Programme (including both NLT



Date 17 June 2020

Subject: **Taranaki Trails Trust Presentation**

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

Document: 2451134

Purpose

1. The purpose of this item is to provide an opportunity for representatives of the Taranaki Trails Trust to update Members on their activities and advise how they intend to feed into the next Regional Land Transport Plan.

Recommendations

That the Taranaki Regional Council:

- a) receives with thanks the presentation by the Taranaki Trails Trust on their activities
- b) supports in principle the intent to create a shared regional vision for trails in Taranaki as part of developing the *Regional Land Transport Plan for Taranaki 2021/22-2026/27*.

Background

2. Attached to this memorandum are slides from a presentation that the Taranaki Trails Trust will provide at the meeting. Charlotte Littlewood, Stacey Hitchcock and Ian Armstrong will speak to this Item on behalf of the Trust.

Decision making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

6. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 2447790: Taranaki Trails Trust Presentation to RTC

**TARANAKI
TRAILS
TRUST**

Regional Transport Committee Update

17 June 2020

Purpose of today

- 1) Give an **overview** of why the Taranaki Trails Trust has been established and what it intends to do.
- 2) How we intend to feed into the **Regional Land Transport Plan**
- 3) Introduce a strawman of a **vision** for Taranaki trails to seek initial feedback.

Background to the Trust

- In June 2018 the Walking Access Commission and Sport Taranaki commissioned the report “Taranaki Tracks and Trails 2040 Strategy”
- Following this, in March 2019 the Mayoral Forum supported a Trust being set-up to lead regional tracks and trails development
- In the last year we have undertaken extensive engagement, for example, speaking with iwi, DoC, councils, PGF, VTT, other trails trusts in NZ and national stakeholders.
- The Taranaki Trails Trust is now established, and expected to formally launch in June 2020.
- We have developed a Strategy and Annual Plan.

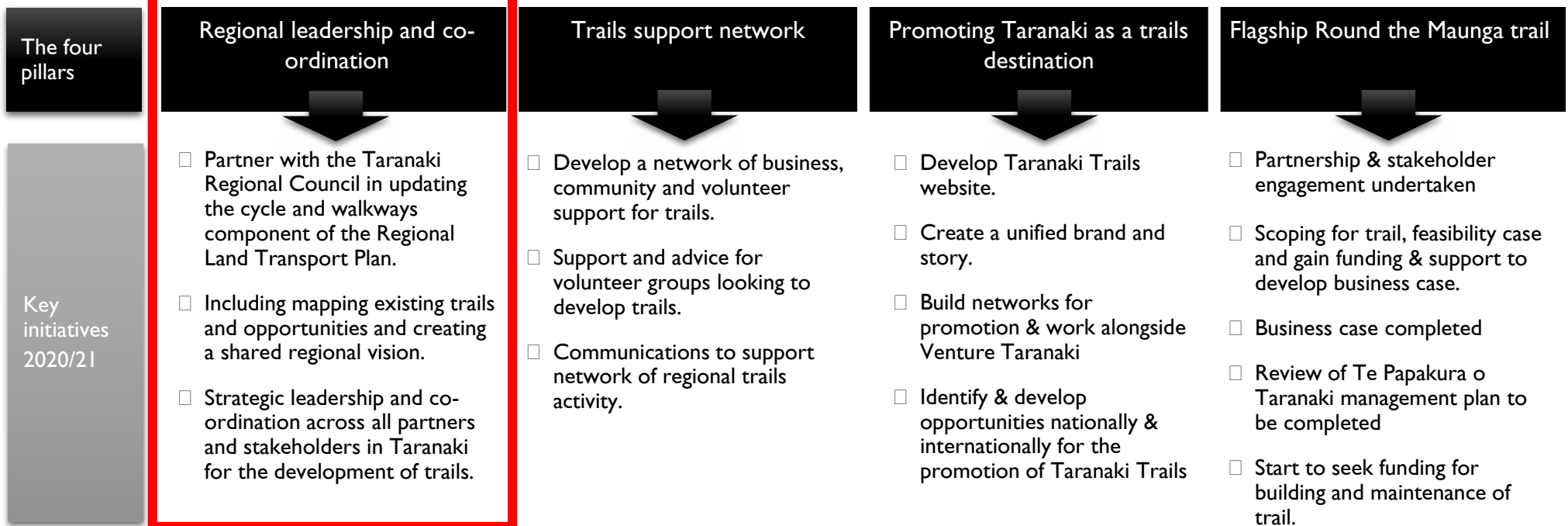
Our Strategy

Releasing the transformative power of trails

A community-led charitable trust created to connect Taranaki through trails and make our region a world class trails destination. Our trustees have a diverse range of skills, experiences and relationships, and are united in their passion for what trails can deliver for our region.

Taranaki Maunga and the stories of our people have huge potential to create a unique trails experience. Trails and journeys also have the capacity to unite and connect our communities. They enrich physical, mental and social well-being, and create business opportunities and prosperity.

Our Purpose	Developing and supporting cycling and walking trails that create deep connections to the mana of Taranaki Maunga, our region and our people.		
Our Values	1. Respect and value the mana of Taranaki Maunga and tangata whenua	2. Enrich the wellbeing of our community	3. Strengthen and revitalise our natural environment
	4. Trails that invite all people to share in cycling and walking experiences that shape and transform them	5. Trails that are ecologically and financially sustainable	6. To work collaboratively and inclusively, and build meaningful partnerships with transparency and excellence



Feeding into the Regional Land Transport Plan

- Having a **regional trails vision** agreed by the four Taranaki councils will substantially help with gaining external funding and support.
- After discussions with TRC, it's been decided the Regional Land Transport Plan is **the best vehicle** for signalling Taranaki's trails aspirations.
- The section on **active modes** is already planning to be strengthened in the Plan. We can then add high level trails maps in the appendices to show existing and proposed trails.
- To start to discuss a regional trails vision, we have developed a **strawman**. This is by no means comprehensive, but aims to start the conversation.
- We are **seeking initial feedback**, and agreement of the best process to further develop this into a regional vision for the Regional Land Transport Plan.

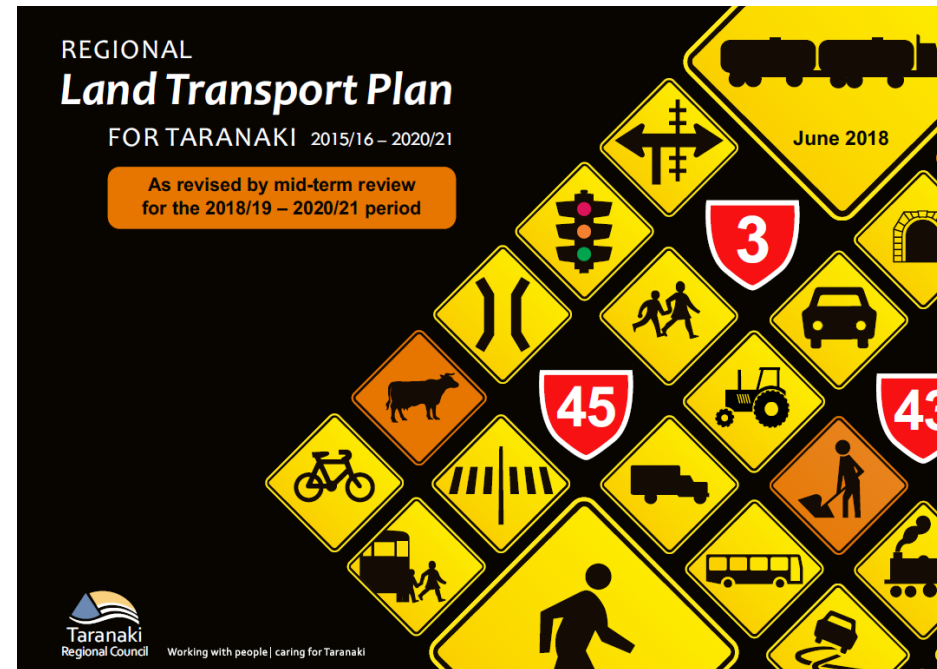
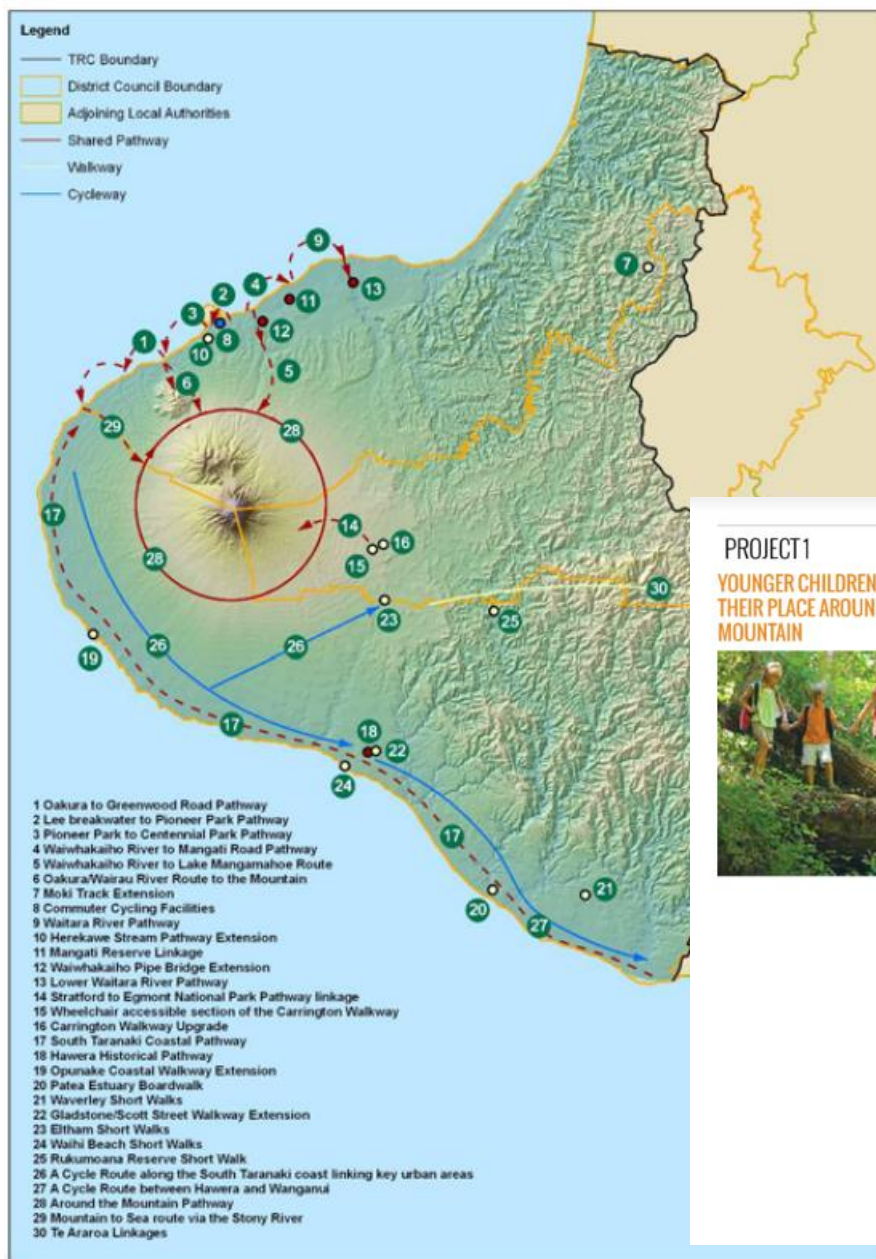


Figure 5: Proposed pathways for Taranaki



TARANAKI TRACKS AND TRAILS 2040 STRATEGY
 PREPARED BY LINCOLN UNIVERSITY DESIGNLAB
 MICK ABBOTT, WOODY LEE, TENILLE PICKETT
 08 JUNE, 2018

OVERARCHING TRACKS AND TRAIL VISION

To invite everyone – local and visitor alike - to join in Taranaki’s journey by making their own journeys around the mountain, along routes that are woven from mountain to sea.

PROJECT 1
 YOUNGER CHILDREN EXPLORE THEIR PLACE AROUND THE MOUNTAIN

PROJECT 2
 YEAR 9-10 STUDENTS TRAVEL TOGETHER IN A SINGLE MULTI-DAY AROUND THE MOUNTAIN

PROJECT 3
 A GREAT WALK FROM MOUNGA TO MOANA

PROJECT 4
 BIODIVERSITY TRAILS

PROJECT 5
 CYCLE TRAIL

PROJECT 6
 COASTAL TRAIL

PROJECT 7
 RIVER CROSSINGS

PROJECT 8
 TOURISM TRAIL

PROJECT 9
 HISTORIC TRAILS

Appendix C: Our Trustees



Darryl Gaudin (Chairperson)

- Founding member of the New Plymouth Mountain Bike Club. Mountain biker of over 30 years, having biked all over NZ, Australia, Hawaii & UK.
- Lead instrumentation and electrical designer for LogiCamms NZ Ltd. Over 16 years experience in large scale infrastructure projects.



Ian Armstrong

- Farmer living near Opunake and President of Opunake Lions Club. Chair of South Taranaki Audit and Risk Committee.
- Former Deputy Mayor of South Taranaki District Council, Taranaki Regional Councillor and director of range of companies.



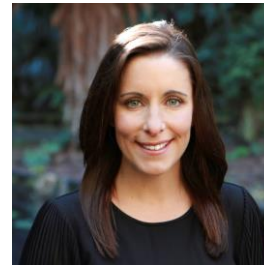
Blair Cox

- Owner of Mitchell Cycles and involved in the bike industry for over 30 years.
- Represented New Zealand in cycling during the 80's and has travelled the world extensively and ridden, ran and walked many cycles trails.



Rob Haveswood

- Philanthropic Strategy Leader at the TSB Community Trust.
- Previously worked for Sport New Zealand and Sport Taranaki.



Stacey Hitchcock

- New Plymouth District Councillor – Chair of Strategy & Operations Committee. Contractor for Department of Conservation, Consultant strategy, governance and facilitation
- Committee member of Taranaki Alpine Club, ZEAL Taranaki and Jobhop Advisory Boards



Charlotte Littlewood

- Taranaki Regional Councillor, director of Port Taranaki, and a member of the Council of the Western Institute of Technology at Taranaki.
- Consultant specialising in strategy, policy and governance.



Darrel Nicholas

- Self-employed businessman, raised in Waitara and whakapapa to Te Atiawa.
- Instrumental in forming a Charity Cycle Riding that's raised over \$325k for charity.



Paul Roberts

- Production Manager for the Kupe Gas field in South Taranaki with a background in project and operations management



Date 17 June 2020

Subject: **Taranaki 2050 Roadmap**

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

Document: 2518712

Purpose

1. The purpose of this memorandum is to provide Members with an update on the transport-related aspects of the Taranaki 2050 project.

Recommendation

That the Taranaki Regional Council:

- a) receives the update from Venture Taranaki on the transport-related aspects of the Taranaki 2050 project.

Background

2. In August 2019, Taranaki launched a co-designed Roadmap for how the region will transition to a low-emissions economy by 2050.
3. A collaborative process has been used to further develop detailed actions across the 12 pathways the Roadmap identifies, with Transition Pathway Action Plans (TPAP) being created for each area.
4. The *Taranaki 2050: Infrastructure and Transport TPAP* was released on 8 June 2020. The Executive Summary is attached to this Memorandum, with the full TPAP being available at [https://about.taranaki.info/Taranaki2050/What-is-a-just-transition-\(1\).aspx](https://about.taranaki.info/Taranaki2050/What-is-a-just-transition-(1).aspx). This document describes the actions required to assist infrastructure and transport developments in Taranaki to achieve a low-emissions economy. It is primarily a record of an action framing process held with sector and regional participants in November 2019.
5. Also attached is an introductory paper provided by Charlotte Littlewood, in her role with Venture Taranaki as Programme Manager of Regional Strategy and Sectors, which she will speak to at the meeting.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

8. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

Iwi considerations

9. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 2518489: Background information on the Taranaki 2050 Roadmap for RTC

Document 2519087: Executive Summary - Infrastructure and Transport TPAP Jun2020

Taranaki 2050 Roadmap

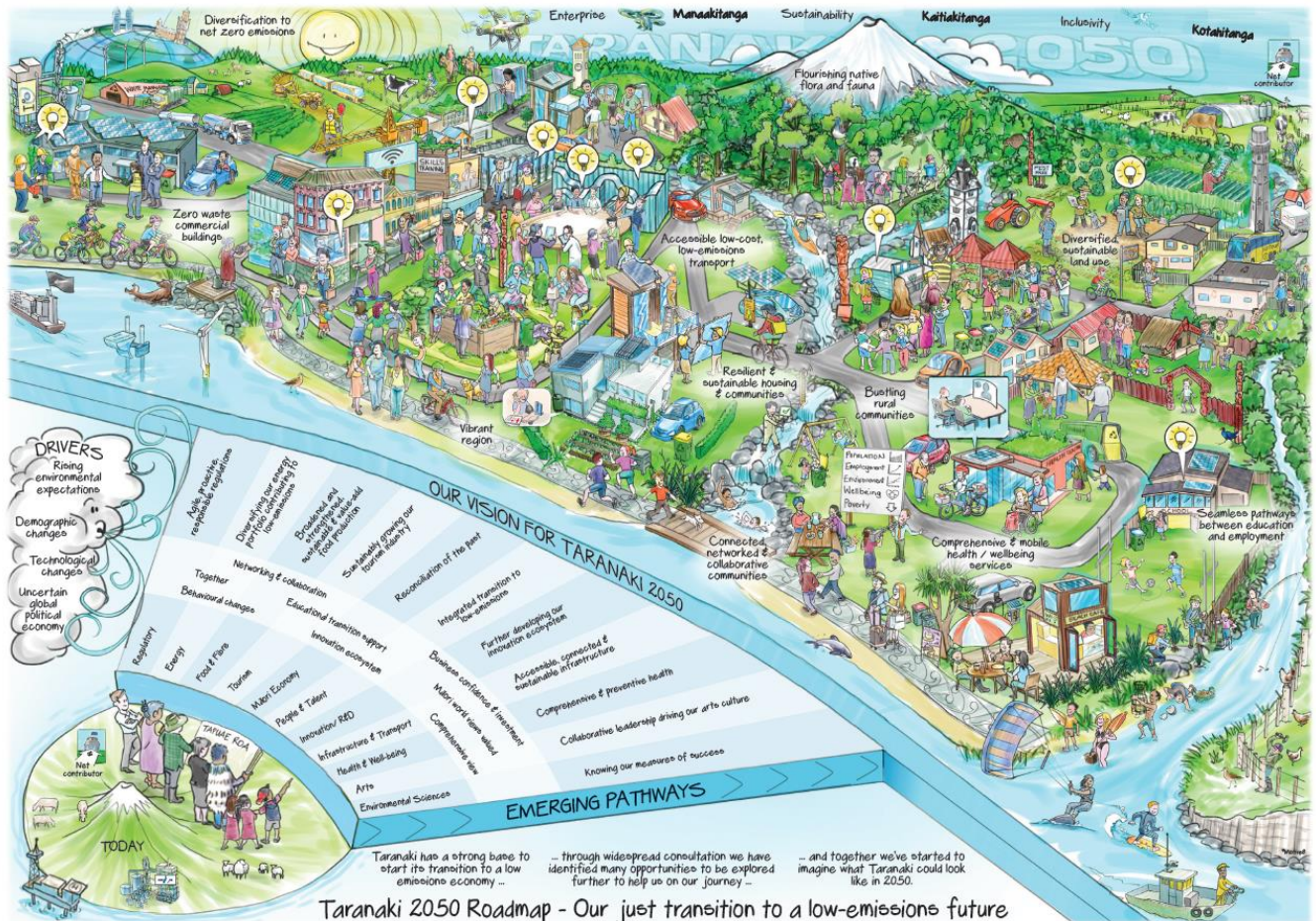
Infrastructure and Transport Transition Pathway

Purpose

This note provides an update on the transport-related parts of the Taranaki 2050 project.

Background

In August 2019, Taranaki launched a co-designed Roadmap for how the region will transition to a low-emissions economy by 2050. The Roadmap is summarised in the picture below. The report is available at: <https://about.taranaki.info/taranaki2050>



As some more detail, over 1,000 people helped develop the Roadmap and created a vision for Taranaki in 2050 that included:

- A strong, sustainable environment
- Education options that move and flex with a changing world
- Attractive jobs
- A similar lifestyle to the one we enjoy now, shared by all
- Leading the way in sustainable, low-emissions energy, and
- A region that looks out for and cares for itself and others.

Vision

In New Zealand, transport is a large contributor to carbon emissions, and consequently there was significant focus on this area during the Roadmap. The 2050 vision related to transport was:

- The passenger vehicle and roading system in 2050 looks totally different to 2019. There are fewer private cars – use has decreased as **public transport options are abundant (autonomous vehicles, electric buses)** and digital connectivity has increased. The remaining **private cars are low emissions**. Video conferencing is widely used. Roads have been re-designed to support **safety** and enjoyment for **active transport types** like scooters, bikes and e-vehicles. As a result, there is **less need for parking spaces**, so many areas in the central business district (CBD) have been repurposed into green and vibrant community places.
- Taranaki will have **well-connected access** to the rest of New Zealand and **enjoy connectivity with the world**. Our port will be New Zealand’s key west coast link. Our rail network will be low emissions, with links south and north to the main truck line. Our airport will provide a reliable connection to the rest of the country.
- In 2050, Taranaki has **accessible, safe, low-cost, and low-emissions transport options** for most people in the region – including people in rural communities, people with special transport requirements (such as the elderly or those less able) and for visitors to the region.

Actions

The Roadmap identifies 12 transition pathways – one of which is “Infrastructure and Transport”. A collaborative process has been used to further develop detailed actions across these 12 pathways.

Three workshops on Infrastructure and Transport were held in November 2019. The resulting Action Plan was published on 8 June and is available at [https://about.taranaki.info/Taranaki2050/What-is-a-just-transition-\(1\).aspx](https://about.taranaki.info/Taranaki2050/What-is-a-just-transition-(1).aspx).

The Action Plan included the following action statement:

“Taking a comprehensive view, design and invest in our entire infrastructure and transport ecosystems so they’re integrated, affordable, resilient, sustainable (green), low emissions and inclusive for community well-being and commercial use by 2050. This will also provide meaningful and secure work, and community opportunities for generations to come.”

The actions related to transport are below:

Transport strategy: advise on Taranaki’s 2021-2027 Regional Land Transport Plan

Every six years regional councils must develop a regional land transport plan (which includes public transport, walking and cycling) in consultation with the community and stakeholders. The current Taranaki Regional Land Transport Plan expires in 2021. This provides an opportunity to enact some of the outcomes from this report in the development of the plan.

While the current Regional Land Transport Plan indicates some commitment towards a low-emission/public transport future, the intent would be to expedite the transition. This would look to improve the region’s resilience and encourage opportunities for innovation.

Areas to focus on are:

- **Prioritising low impact/low-emissions transport:** Development of the plan would consider the environmental strategy and objectives¹ from the Government Policy Statement on Land Transport. This is expected to include increasing public transport and active modes of transport, reducing dependency on road freight and promoting uptake of electric vehicles. To produce a low-emissions future, the regional transport strategy should consider the following:
 - Integrating the existing land transport, public transport and walkways and cycleways plans into a transitional transport strategy. This will enable more integration and highlight the importance of low-emissions transport in the Taranaki 2050 vision.
 - Securing local council agreement for coordinated regulation, and plans for improved and integrated transport outcomes.
 - Facilitating a transition from hydrocarbon-fuelled vehicles to alternative forms of transport, including electric vehicles, public transport, walking, cycling and increased vehicle occupancy.
 - Leveraging the New Plymouth District Council’s “Let’s Go – Walk Ride Bus” initiative across the region to maximise uptake. Seek resources from the Low Emissions Contestable Fund for funding towards electric vehicle technology to complement this shift. The push towards lower emission alternatives must be supported by complementary improvements of transport infrastructure. Suggested actions to incentivise the transition include:
 - Free parking for electric vehicles;
 - Increasing private parking costs and decreasing their availability;
 - Increasing the frequency, reliability, accessibility and affordability of public transport;
 - Improving regional rail and sea freight connections to decrease the region’s reliance on road freight.

Community education platform

Under this action, Taranaki would create a community education platform aimed at facilitating behavioural change towards conscientious transport use. This would leverage New Plymouth District Council’s “Let’s Go” initiative to stimulate the use of improved cycle/walking access and increase the frequency of public transport. Those taking part in the initiative would be actively engaged in opportunities to improve their commuting habits. They would look at how this can improve their health, the health of the community and the environment. It would also need to consider incentives. In addition, it could include a media campaign, a community carbon off-setting platform and consider the use of apps and other initiatives to create change.

¹ <https://www.transport.govt.nz/assets/Uploads/Our-Work/Documents/c6b0fea45a/Government-Policy-Statement-on-land-transport-2018.pdf> Section 2.4

Executive summary

In August 2019, Taranaki launched a co-designed Roadmap for how the region will transition to a low-emissions economy by 2050. A collaborative process has been used to further develop detailed actions across the 12 pathways the Roadmap identifies. This document describes the actions required to assist infrastructure and transport developments in Taranaki to achieve a low-emissions economy. It is primarily a record of an action framing process held with sector and regional participants in November 2019.

Introduction

This Transition Pathway Action Plan (TPAP) considers infrastructure and transport. Infrastructure refers to assets that allow our society and economy to function. This includes roads, bridges, pipes (water, wastewater and gas), wires (electricity and telecommunications), as well as reservoirs and energy generation plant. It also includes social infrastructure, such as schools and hospitals. Transport covers any means of travel, including by vehicle, ship, aeroplane, train, bus, bike, scooter or foot.

Taranaki has a significant amount of infrastructure given its historical role as New Zealand's only petroleum industry hub, our relative wealth (when measured by GDP per capita) and our topography.

Action statement and focus areas

The 2050 Roadmap vision informed the development of an action statement at the Infrastructure and Transport workshops. This was:

“Taking a comprehensive view, design and invest in our entire infrastructure and transport ecosystems so they're integrated, affordable, resilient, sustainable (green), low emissions and inclusive for community well-being and commercial use by 2050. This will also provide meaningful and secure work, and community opportunities for generations to come.”

When participants reviewed the action statement against where we are now, the following focus areas were apparent:

- 1) Uncertainty of what infrastructure will be needed in the future to support the new economy;
- 2) Affordability of the large amount of infrastructure renewal;
- 3) Future workforce gaps to build and maintain infrastructure;
- 4) The transport and infrastructure's contribution to emissions and sustainability goals; and
- 5) The importance of narrowing the digital divide.

The COVID-19 pandemic occurred after the Infrastructure and Transport workshops. The health and economic response to the pandemic has impacted the sector. However, the government's economic stimulus response provides opportunity to move a number of significant projects forward. The measures put in place during the various alert levels in New Zealand also provide an opportunity to rethink traditional work and travel patterns, providing these support inclusive and meaningful employment.

The impacts of COVID-19 will be considered as part of the 2050 Roadmap action plans in 2020 and the subsequent two years.

Actions

The following actions have been identified:

<p>1) Scenario planning to support an infrastructure strategy</p>	<p>A process where all infrastructure asset owners combine data and knowledge to consider different scenarios and what infrastructure might be needed in the future in the region.</p>
<p>2) A Taranaki infrastructure strategy</p>	<p>Developing a combined infrastructure strategy for the whole region. The combined strategy would aim to remove or significantly reduce the risk of coordination failure by getting infrastructure asset owners to work together towards common and clear infrastructure goals.</p>
<p>3) Recruitment pathways</p>	<p>Considers the future work required for infrastructure and transport provision, particularly in three waters (drinking, wastewater and storm water), roading and electricity. Consideration would then be given to models that support meeting skills gaps.</p>
<p>4) Workforce skills hub</p>	<p>A centre for inquiry, development and advocacy. The hub will provide businesses and employees with the skills and information they need, when they need them.</p>
<p>5) Advise on Taranaki's 2021-2027 Regional Land Transport Plan</p>	<p>The current Taranaki Regional Land Transport Plan expires in 2021. There is an opportunity to enact some of the outcomes from this report in the development of the plan.</p>
<p>6) Community education platform</p>	<p>A platform aimed at facilitating community behavioural change towards conscientious transport use.</p>
<p>7) Fully digitally connected Taranaki</p>	<p>This would include improving access to the internet for all, particularly infrastructure in rural areas and devices to access the internet.</p>
<p>8) Competent digital citizens</p>	<p>Development of a digital citizens training programme to reduce the digital divide and assist people to fully benefit from the digital world.</p>
<p>9) Maximising data and information sharing</p>	<p>Formation of a working group to develop a public information sharing strategy.</p>

Next steps

The actions in this TPAP will feed into a wider programme that will work with all stakeholders to take actions forward.



Date 17 June 2020

Subject: **Updates on Ministry of Transport workstreams including development of GPS 2021**

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

Document: 2449833

Purpose

1. The purpose of this item is to:
 - seek formal endorsement of the regional submission on the draft *Government Policy Statement on Land Transport (GPS) 2021*, which was previously circulated by email to allow the Committee's consideration prior to the submission closing; and
 - update Members on other key work programmes of the Ministry of Transport, including the Future of Rail project and the Tackling Unsafe Speeds Programme.

Executive summary

2. This item was originally to enable Ministry of Transport officials to present to the Committee as part of their 2020 Roadshow, with a key focus on the draft *Government Policy Statement on Land Transport (GPS) 2021* and the Future of Rail project. The Roadshow was cancelled due to COVID-19 and video presentations were provided instead, as circulated to the Committee via email. This item provides updates on these workstreams, including presenting the submission subsequently made on the draft GPS 2021.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum, Updates on Ministry of Transport workstreams including development of GPS 2021
- b) adopt the submission on the draft *Government Policy Statement on Land Transport (GPS) 2021*.

Background

3. The Ministry of Transport was to attend the 25 March 2020 meeting to update the Committee on key current Ministry workstreams of particular relevance to the Committee's work, focusing on:
 - Developing the *Government Policy Statement on Land Transport (GPS) 2021*
 - The Future of Rail project
 - The Tackling Unsafe Speeds programme
4. Ministry of Transport representatives also planned to hold a separate three-hour technical workshop on these topics in the afternoon.
5. The country's COVID-19 response saw the cancelling of the Committee's 25 March meeting and the Ministry's planned 2020 Roadshow.
6. This item provides updates on these workstreams where possible, including presenting the submission made on the draft GPS 2021.

Government Policy Statement on Land Transport 2021 (GPS 2021)

7. On 19 March 2020, the Ministry of Transport released the draft *GPS 2021*, seeking submissions by 27 April 2020.
8. Obviously, the timing of the country going into COVID-19 lockdown the following week impacted both on the ability of organisations to consider the draft GPS, as well as what is likely to be contained within the final GPS 2021 itself. An email from the Ministry on 6 April, attached, provided an update on the evolving situation, along with links to video presentations in lieu of the planned Roadshow.
9. Input into the submission by the Regional Transport Advisory Group (RTAG) and the Committee was undertaken by email, with the finalised regional submission being submitted on the amended closing date of 11 May 2020. This item seeks to formalise the endorsement of that submission, which is attached in full to this memorandum.

The Future of Rail

10. Members will be aware that the Government has announced significant changes for the future of rail in New Zealand. The draft Rail Plan is a product of the Government's Future of Rail review, and will inform funding decisions in GPS 2021 and future Budget decisions.
11. These proposals can be viewed at <https://www.transport.govt.nz/rail/the-draft-new-zealand-rail-plan/>.
12. The Committee should note that a copy of the Transport Special Interest Group (TSIG) submission on the associated *Land Transport (Rail) Legislation Amendment Bill* is provided as part of the 'Correspondence and Information' item later in this Agenda.

Tackling Unsafe Speeds Programme

13. The Government announced the Tackling Unsafe Speeds programme in late November 2019. The announcement is attached to this Memorandum for the Committee's reference. Detailed information is available at <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/tackling-unsafe-speeds/>.

14. The Ministry of Transport was advised that the Tackling Unsafe Speeds Programme is of particular interest to the Committee, especially the components relating to the changes for how speed limits are set, and the proposal that regional transport committees will need to produce and consult on Regional Speed Management Plans.
15. A specific 2-hour session on these proposals was to be arranged, so that the Ministry, the Committee and the RTAG could discuss these potentially far-reaching proposals in-depth.
16. COVID-19 has changed the workstream priorities across Government, and it is currently unclear what the timeframe will be for the aspects of the Tackling Unsafe Speeds Programme relating to Regional Speed Management Plans. It is likely that progressing these will be delayed, but more information will be brought before the Committee when available.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

20. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 2480039: Email from MoT on engagement extension and online video presentations

Document 2485353: Submission on the draft Government Policy Statement on Land Transport 2021

Document 2451257: Tackling Unsafe Speeds announcement - Ministry of Transport Nov2019

Liesl Davidson

From: GPS <gps@transport.govt.nz>
Sent: Wednesday, 1 April 2020 1:13 PM
Cc: GPS
Subject: Draft GPS 2021 and draft Rail Plan engagement extension and online video presentation

Kia ora koutou katoa

We hope you and those in your bubble are keeping well as we all navigate this changing working environment. Given this new context, we wanted to share a quick update with you on our approach to engagement on the draft GPS 2021 and the draft Rail Plan.

1. The closing date for submissions and feedback on the draft GPS 2021 and the draft Rail Plan has been extended by 2 weeks. The new closing date is now 5pm, 11 May 2020.
2. We have provided presentations on the draft GPS 2021 and draft Rail Plan online in video format.

The COVID-19 threat has impacted all aspects of New Zealand society and the economy, and we are now all working in different ways than we would have thought possible only a few weeks ago.

We appreciate that during this time, people across central and local government, and the private sector, are focused on the COVID-19 response. Indeed, everyone here at the Ministry is busy addressing the rapidly evolving impacts of the coronavirus on our transport system, and working within an all-of-government response framework.

Acknowledging these challenges, the Minister of Transport has extended the closing date for submissions and feedback on the draft GPS 2021, and the draft Rail Plan by 2 weeks. The new closing date is now 5pm, 11 May 2020. This extension is intended to give everyone additional time to prepare submissions, feedback or complete the online GPS or Rail Plan surveys. This extension is important as we all come to terms with changes to work priorities and individual circumstances during the Alert level 4 period.

As you will recall from our previous email, the Ministry has cancelled our regional briefings. To give you an in-depth briefing of the draft GPS 2021, draft Rail Plan, and the Tackling Unsafe Speeds package, we are now providing an online series of videos / presentations covering each topic.

The content contained in each video replicates what would have been delivered to you during the course of the regional meetings. While nothing can replace an in-person meeting, we're hoping these videos will give you a good overview of each policy project.

The videos can be accessed online now at the Ministry of Transport website;

Draft GPS 2021: <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/gpsonlandtransportfunding/gps-2021/>

Draft Rail Plan: <https://www.transport.govt.nz/rail/the-draft-new-zealand-rail-plan/>

Tackling Unsafe Speeds: <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/tackling-unsafe-speeds/>

Once you have viewed the videos, if you have any questions, or require further information about these policy projects, please direct all enquiries to our dedicated email channels. We will endeavour to respond to your query promptly.

Please email your questions to;

Draft GPS2021: GPS@transport.govt.nz
Draft Rail Plan: DraftNZRailPlan@transport.govt.nz
Tackling Unsafe Speeds: Speed@transport.govt.nz

The Covid-19 virus presents a fast moving situation to everyone in New Zealand. We will be considering how COVID could impact GPS priorities but until the long-term impacts of COVID are known, the priorities of the draft GPS 2021 / draft Rail Plan still represent the Government's 10 year aims, and we would therefore still appreciate your views on the content.

In the meantime, please take care, stay in your bubble and look after those around you.

Nāku noa, nā | Sincerely

Helen White
Manager, Investment
Te Manatū Waka – The Ministry of Transport

He whakamana i a Aotearoa kia momoho | Enabling New Zealanders to flourish

11 May 2020
Document: 2485353

Ministry of Transport
PO Box 3175
WELLINGTON 6140
Attn: GPS team

via email to gps@transport.govt.nz

Submission on the draft Government Policy Statement on Land Transport 2021

Introduction

The Taranaki Regional Council (the Council) thanks the Minister of Transport for the opportunity to make a submission on the *Draft Government Policy Statement on Land Transport 2021* (Draft GPS).

The Council makes this submission in recognition of:

- the purpose of local government set out in the *Local Government Act 2002*, and the role, status, powers and principles under that Act relating to local authorities;
- its functions and responsibilities under the *Land Transport Management Act 2003* (LTMA); and
- its regional advocacy responsibilities whereby the Council represents the Taranaki region on matters of regional significance or concern.

The Council has also been guided by its Mission Statement '*To work for a thriving and prosperous Taranaki*' across all of its various functions, roles and responsibilities, in making this submission.

The Council works with territorial authorities and other stakeholders in Taranaki to enable a resilient and safe, multi-modal transport system. The Council also convenes the Taranaki Regional Transport Committee (RTC), which is responsible for developing the *Taranaki Regional Land Transport Plan* (RLTP) under the LTMA.

1. Preliminary matters and general comments

General comments

- The Council congratulates the Ministry on a well-written and well-structured document, which is clearer and easier to use than previous iterations.

- The Council further congratulates the Ministry on the accompanying *GPS Transitions Guide* which outlines what has changed from GPS 2018 and what remains the same. Recommend that such a supporting companion document is provided for future GPS iterations.
- Appreciate the video presentations provided online in lieu of the planned roadshow. It is recommended that this approach is used as part of future Ministry communication, as they provide a useful resource that is more readily accessible to a wider audience than the usual Ministry roadshow.
- Appreciate the changes made to the process, and the resulting draft document, in response to feedback provided by local government in 2019.

Recommendation/s:

- Provide similar *GPS Transitions Guide* for future GPS releases.
- Provide a similar version for the release of the final GPS 2021 to explicitly outline the changes made from the draft.

COVID-19

- The Draft GPS was released on 19 March 2020, and unsurprisingly does not include any reference to COVID-19. The sector is currently waiting for Ministry of Transport advice on possible implications of COVID-19 on the timeline and possible content changes of GPS 2021. The Council is expecting that the GPS will be amended to include the Government's response on COVID-19.
- It is noted that the modelled revenue projections for the National Land Transport Fund (NLTF) will be undergoing significant revision in light of COVID-19, particularly given the huge change in travel patterns. It is hoped that the Government's stimulus package can sufficiently offset the reduced NLTF revenue to not significantly impact on essential programmes of work.
- The Council further appreciates the 2-week extension for engagement, and acknowledges the importance of the Minister being able to assess views on the Draft GPS alongside considering long-term impacts of COVID-19 on the Government's desired outcomes for the land transport system.

Funding sources

- The Council supports the provision for programmes or packages of work to be funded from different activity classes, and potentially from different Approved Organisations. This versatility has been long-sought by local government, and will assist in areas where multiple agencies need to work together across different activity classes to achieve the best outcomes.
- It is noted that the hypothecated NLTF will not fund all projects in the National Land Transport Programme. The Draft GPS includes funding within some activity classes that is or will be funded from direct Government appropriations. Further uncertainty around funding has obviously occurred since the drafting of GPS 2021. Transport projects will likely form a significant component of the Government's economic Stimulus Package; and it remains to be ascertained how this package will interact with other funds/programmes

already established, including the NLTF, the Provincial Growth Fund (PGF), and the NZ Upgrade Programme.

- Sustainability of funding to deliver projects is being eroded by the impacts of COVID-19 at the local as well as national level. There is significant and additional pressure on councils for no or low rate increases, and meeting their predetermined local share in the next three years will be a greater challenge. The Council requests that the increased pressure on councils is acknowledged within the GPS and options such as Targeted Enhanced FAR (TEFAR) are made more readily available to ensure that critical activities are still able to be progressed in provincial New Zealand.

Recommendation/s:

- Clarification is sought on how the different funding sources will fit together – processes, timeframes and operational differences, including which of them require projects to be identified within an RLTP.
- Recognise the increased pressure on councils to deliver transport activities in their communities by making higher financial assistance rates (TEFAR) more accessible during the period of the 2021 NLTF.

2. Strategic direction

General strategic direction

- The Council supports the strong alignment between the strategic priorities identified in the Draft GPS and the Ministry of Transport's *Transport Outcomes Framework*, which also aligns with the Treasury's *Living Standards Framework*. This recognises that transport planning and investments have long lead times and that investment needs to be guided by a long-term strategic approach. The new guidelines for improving RLTP 2021 development around the country will be using this framework.
- The Council supports the Draft GPS consolidating the balanced transport policy direction of GPS 2018, but updating this to align with recent policy work and simplifying the structure, which provides clearer guidance on what specific priorities Government is seeking from land transport investments.
- The Council supports the strategic direction being underpinned by the principles of mode neutrality, and recognise that the including of rail and coastal shipping within the GPS is an important step in this.
- The Council supports the change to embedding value for money as a principle that should always be expected from investments, rather than a separate strategic priority that could change as Government changes. The Council further supports the encouraging of co-benefits – such as health, resilience, or environmental sustainability – being considered when developing business cases. In order to achieve the GPS aim to improve communities' wellbeing and liveability, it is critical that traditionally non-monetarised benefits are appropriately considered.
- The Council supports the four strategic priorities of Draft GPS – safety, better transport options, improving freight connections, and climate change – and makes specific comments on these areas below.

Safety

- The Council notes that the Draft GPS's safety priority now reflects the new road safety strategy, *Road to Zero*. It further notes, and strongly supports, that this will include improvements to footpaths, bike paths and – under rail investment – level crossings or, where feasible, grade separated crossings.
- Local government will play a critical role in achieving this priority. Assumptions are that local government co-funding will be available for required infrastructure safety treatments on roads and enhancing the safety and accessibility of footpaths, bike lanes and cycle ways. COVID-19 revenue reductions for councils should be acknowledged as an unknown with potential to delay progress, and the need for higher FAR anticipated.

Recommendation/s:

- Again, acknowledge the increased pressure on councils to deliver transport activities in their communities by making higher financial assistance rates (TEFAR) more accessible during the period of the 2021 NLTF.

Better Travel Options

- The Council notes the intent for towns and cities to be developed in a way that means car journeys are not the first and only choice for personal travel. The Council supports the aim for more trips by 2031 to be made by public transport and active modes as a result of investment under this priority; and recognises that this in turn should reduce greenhouse gas emissions, and air and noise pollution.
- The Council strongly supports providing citizens with better transport options to access social and economic opportunities. The current situation provides opportunities for innovation, given the unprecedented changes in work and travel patterns. Obvious ones include the increased trends in walking and cycling during Lockdown conditions.
- The Council is concerned that focus on mode shift plans in the metropolitan areas mean that regional New Zealand is overlooked. The Council appreciates that the scale is different, but would like to see similar support for mode shift opportunities in regions.

Recommendation/s:

- Recognise the opportunities presented by the current increase in active mode usage, and consolidate these modal shifts by helping to fast-track walking and cycling opportunities in all regions.

Improving Freight Connections

- The Council supports rail and coastal shipping being brought into GPS 2021, as trialled in GPS 2018, noting the aim to bring the sector closer to mode neutrality.
- The Council also strongly support the Government's commitment to rebuilding a resilient and reliable rail network. In particular, the Council supports the GPS now addressing funding for the rail network and coastal shipping. This recognises the importance of these modes as alternative to roads for moving freight. Note that these modes will receive small contributions from the NLTF, with the future aim being for these modes to be viable competitive options in a truly mode-neutral transport system.

- The Council notes too that there have been queries from sector industry groups of why rail/coastal shipping is being funded by road users. The Council supports this funding use in recognition that initial investment from the NLTF will help make these modes a more competitive way of carrying freight which will help take pressure off our roads and produce less emissions – with these modes being comparatively safe and environmentally sustainable for transporting large, heavy cargo.
- The Council further supports the commitment to making sure freight routes generally are more reliable and resilient, to enable primary produce to be transported to where it needs to go. It notes the importance of this for Taranaki’s strong agricultural sector, and notes that the local road network remains a vital component of getting products to markets. It also notes the importance of completing the essential programme of works between New Plymouth and Hamilton (SH3 Mt Messenger to Awakino Gorge) as part of this priority.
- The Council notes that the Blue Water Highway, which is discussed later in this submission, provides a key opportunity to improve the resilience, reliability and efficiency of freight routes, combined with reduced road use by trucks and shorter transit times.
- Notwithstanding the above, the Council is concerned about councils’ ability to maintain the local roading network to the required standard. The Council would like to see the draft GPS better recognise the role of council owned rural roads in the delivery of this important outcome.
- The Council highlights the damage caused by heavy logging trucks on rural roads, which continues to be a significant issue in many parts of Taranaki. The financial impacts of repairing this damage is far worse for districts with low population density. Increased funding assistance for these externalised costs of harvesting need to be considered and addressed nationally.
- The Council notes that investigations into the best location of coastal and rail freight hubs need to be particularly cognisant of the changes/increases in vehicle movements that will be involved in supporting such hubs. Ensuring correlated roading infrastructure capacity, along with the location away from residential areas, is important to avoid unintended issues of increased congestion, noise or modal conflict.

Recommendation/s:

- Recognise the role of council-owned local roads in achieving this priority of improving freight connections, and the need for these to be maintained/funded to a suitable standard.
- Recognise the substantial damage to local roads caused by heavy logging trucks, and consider how this externalised cost of harvesting forestry can be addressed to remove the burden from rural ratepayers.

Climate Change (and resilience)

- The Council notes that the environment priority (continued from GPS 2018) is now focused on Government’s commitment to tackle climate change and to contribute to meeting the objectives of the *Paris Agreement on Climate Change* by 2030. The Council further notes that more direction will be given in the action plan Government will create when the Climate

Change Commission set the 'budgets' for the amount of greenhouse gas emissions that can be made.

- This priority is particularly important for Taranaki, given our history as an oil and gas industry hub. As a result of the announcement in early 2018 that no further offshore oil and gas exploration permits would be issued, much work is underway on how a just transition to a low emissions economy can occur. The region is the current focus for the Just Transitions Unit, which has been assisting in shaping our pathway to a low-emissions future through a co-designed *Taranaki 2050 Roadmap*. A programme of work is now being developed to determine the short-term actions and medium-term strategy needed to achieve the region's aspirations for 2050. Transport and infrastructure is naturally a key part of this.
- However, the Council is concerned that the Draft GPS does not sufficiently recognise the interaction and impacts of climate change on transport infrastructure resilience, such as the impact of more frequent and severe weather events on the transport system (e.g. road slips, storm damage on tracks and trails). As previously noted, funding for essential maintenance remains the backbone of the country's transport system. It is noted that the NLTF does not automatically increase to keep up with inflation, so when construction costs rise or emergency events occur, organisations either have to do more with less, or simply have to do less.
- The Council has some concerns that by focusing so strongly on climate change there is a risk that other important gains in aspects of accounting for traditionally non-monetised costs and benefits of transport like health, social cohesion, environmental benefits will be lost again.

Recommendation/s:

- Strengthen reference to resilience and its interaction with climate change within the *Draft GPS 2021*.
- Ensure that the importance of other non-monetised costs and benefits of transport are not lost in the focus on climate change.

Role of Port Taranaki for coastal shipping and resilience

- The Council strongly supports exploring whether more use can be made of coastal shipping to move freight, as a first choice but also as an alternative route when the country's resilience is tested. Port Taranaki is a prime opportunity for this, as outlined in the proposals from the *Western Blue Highway Transport Study*. Also known as the West Gate, Port Taranaki is the only deep water west coast port in New Zealand. The Port is a key transport network hub for the Taranaki region and a major contributor to the economy.
- Investigations have indicated a Western Blue Highway (providing links to the South Island and eastern ports of Australia) could be viable, and the *Tapuae Roa* strategy has flagged the intention to re-examine the business case for a New Plymouth to Nelson/Picton "roll-on, roll-off" link.
- Port Taranaki can also provide much needed national resilience for inter-island freight. A new container service between New Plymouth and the top of the South Island would offer

resilience, with the current route’s vulnerability exposed by the Kaikoura earthquake related damage to CentrePort and the road and rail network around Kaikoura.

Recommendation/s:

- Increase emphasis on link to tackling inter-regional resilience issues and national resilience for freight supply chains.

3. Activity class framework and indicative allocations

Activity Class framework

- The Council is cautiously supportive of the amended activity class framework outlined below, including the establishment of the new activity classes highlighted.

Activity class	Comparison with goals and structure of GPS 2018 classes
Road to Zero	New - incorporates road policing, and the safety promotion funding from the 2018 Road Safety Promotion and Demand Management activity class
Public transport services	Reframed the public transport, rapid transit and transitional rail activity classes
Public transport infrastructure	Reframed the public transport, rapid transit and transitional rail activity classes
Walking and cycling improvements	No changes
Local road improvements	No changes
State highway improvements	No changes
State highway maintenance	No changes
Local road maintenance	No changes
Investment management	No changes
Rail network	New - provides funding to KiwiRail to maintain and renew the national rail network
Coastal shipping	New - aims to increase the use of ships in moving domestic freight
Regional improvements	Removed – future investment will be through other activity classes

- Support is provided for the indicated increase of 15% to the State Highway maintenance activity class. In Taranaki (as in other provincial regions) state highway spending will remain a critical part of our regional development investment (together with local road improvements) – heavy vehicle movements and cars using state highways and local roads will continue to be the main transport option for the vast majority of people in the region. The GPS must not ignore the productive wealth generated in the regions. State highways remain clear priorities in Taranaki, as being our key inter-regional and intra-regional connections.
- Support for the indicated increase of 5% in the Local road maintenance activity class, however COVID-19 impacts mean the increase may not be sufficient if the ability of local councils to secure local share is compromised.

Recommendation/s:

- Greater surety of support for local road maintenance given the impacts of COVID-19 on the ability of councils to secure local share.

Removal of ‘Regional Improvements’ activity class

- The Taranaki region was a strong proponent for retaining Regional (R) Funds, and advocated strongly for a replacement scheme when this was discontinued. Unfortunately, the way the Regional Improvements activity class was operationalised by the NZ Transport

Agency greatly reduced its value to regions. As noted in the FAQs, this activity class previously guaranteed funding for non-metropolitan regions, but these were typically high priority State Highway improvements that could have happened without the activity class.

- The Council remains concerned about the ability for regions with low population density (largely the non-metros) to compete for national funding, in a system that is often unfairly weighted toward vehicle counts as an indication of need. It believes that a funding mechanism is still required to help balance the needs of rural provincial areas such as Taranaki.
- The Council will monitor this area with interest, and will certainly strongly advocate for a return of a dedicated regional funding mechanism should it be necessary.

Recommendation/s:

- Greater surety sought that removal of the Regional improvements activity class will not reduce funding that might have otherwise gone to the non-metropolitan regions.

New 'Road to Zero' activity class

- It is noted that this new activity class incorporates road policing funding and safety promotion funding, along with some infrastructure funding previously delivered through the state highway improvements, local road improvements and regional improvements activities classes.
- Note that some local road and state highway improvements related to safety infrastructure and speed management may be delivered under this new activity class.
- The Council supports the additional \$1.2B being invested into the local roading network as part of the Road to Zero activity class.
- The Council further notes and supports that funding priorities here include roadside drug testing equipment and road safety campaigns. However, the Council is concerned that community road safety programmes may get lost within this large combined activity class. While the relative spend is low, these programmes deliver important 'grassroots' outcomes directly for the community's needs and must not be lost or reduced.
- The Council also wishes to emphasise the importance of adequately funding road policing activities to achieve the desired road safety outcomes. While the changes in the activity class framework make direct funding level comparisons difficult, it is vital that front line police have the resourcing they need to carry out their functions effectively.

Recommendation/s:

- Work has been bundled together under the new Road to zero activity class. More information needed in the document to show that the different components (i.e. local road safety works, road policing, automated enforcement and road safety promotion) are all sufficiently funded.
- Surety that Community Road Safety Programmes will be properly recognised and funded going forward.

Change in public transport activity classes

- It is noted that for public transport, a shift in the activity classes will see services split from infrastructure. Splitting the previous 'public transport' activity class into two like this helps to allow the Government to be clear, through the GPS, whether the increase in public transport investment should be directed to improving the physical networks, or by improving service levels.
- The new Public transport infrastructure activity class includes funding that was previously in the public transport, rapid transit and transitional rail activity classes. It is expected to fund existing commitments around increased mass rapid transit, and metro rail through the *Auckland Transport Alignment Project*, *Let's Get Wellington Moving* and the NZ Rail Plan.
- The Council is concerned that big projects in the metropolitan areas will leave very little funding for smaller-scale public transport infrastructure (e.g. new bus hubs in the other centres), at a time when unprecedented changes in work and travel patterns provide an opportunity to solidify some of these modal shift gains.

Investment in rail and coastal shipping

- The Council notes that, assuming the relevant legislation is passed, this will be the first GPS to directly allocate funding from the NLTF to KiwiRail.
- It is further noted that, for now, the Minister of Transport wants to explore how to support New Zealand coastal shipping to operate on a level playing field with other freight operators, and to enhance the sustainability and competitiveness of the domestic sector. The initial three years of funding proposed in this GPS will include funding relevant research to see what future support for the sector may help achieve Government's aims, understand the challenges facing coastal shipping, and to work with industry to address these.
- As previously indicated, the Council strongly supports exploring whether more use can be made of coastal shipping to move freight, as a first choice but also as an alternative route when the country's resilience is tested. The Council notes that Port Taranaki provides a prime opportunity for playing a role in both situations through developing the Western Blue Highway.

4. Local government and Regional Land Transport Plans

- The GPS guides the direction of 78 councils and the NZTA, and needs to be expressed through 16 Regional Land Transport Plans (RLTPs). The Council notes that these RLTPs have the potential to hold the key to the success of the GPS.
- The Council therefore supports the Draft GPS outlining local government's role and the strengthening of reference to RLTPs.
- The Council further supports the Draft GPS recognition of local government as the largest co-funder of NLTP projects, with an essential role also in leading long-term planning for their areas. It is the councils that largely give effect to the GPS through local projects. The Council wishes to emphasise that local government plays a critical role in the successful implementation of this GPS, and that investment in the land transport network of

productive regions like Taranaki is just as important as investment in the metro areas in order to ensure New Zealand prospers.

The Council appreciates the opportunity to comment on the Draft GPS 2021. If you require any additional information on this submission, please contact Fiona Ritson, Policy Analyst (Fiona.Ritson@trc.govt.nz or 06 765 7127).

Yours faithfully



Cr Matthew McDonald
Chair Regional Transport Committee
Taranaki Regional Council



Tackling Unsafe Speeds announced today

Dear all,

The Government has today announced the Tackling Unsafe Speeds programme which prioritises the safety of road users and children around schools. The programme is a priority action in the *Road to Zero* action plan.

Speed continues to be a major contributing factor to deaths and serious injuries on our roads. In 2018, travelling too fast for the conditions was the second highest contributing factor to fatal and serious injury crashes.

The Government is improving the way road controlling authorities (RCAs), including the NZ Transport Agency (NZTA), plan and consult on speed management changes in their respective areas. Setting speed limits will no longer be done through a bylaw-making process. The aim is to reduce confusion, provide better information to the public and encourage regional collaboration between RCAs.

RCAs will be required to develop and consult on speed management plans which will set out proposals for speed limit changes, engineering upgrades and safety infrastructure treatments over the coming 10 years on roads they are responsible for. For high risk roads, RCAs will need to consider whether 'engineering up' road infrastructure or reducing the speed limit will deliver the best outcomes.

Regional transport committees will coordinate and support consultation on speed management plans at the regional level. The NZTA will collaborate with RCAs and regional transport committees throughout this process and review Regional Speed Management Plans.

The NZTA will prepare and consult on a National Speed Management Plan which will set out proposals for safety infrastructure investment and speed management treatments on the State highway network, as well as all safety camera investment proposals. An independent speed management committee will also be established to review the NZTA's National Speed Management Plan.

This process will align with the GPS and land transport planning processes, to bring together infrastructure investment decisions with speed management decisions. This process is expected to improve transparency for all affected parties and lead to better and more informed consultation, engagement and decision making.

The NZTA will also establish a central register of speed limits on all New Zealand roads. This register will be publicly available and will be a single source of truth for all speed limits in the country. The NZTA, in its role as the Registrar of the register, will be responsible for updating speed limits in the register, which will give legal effect to any speed limit change.

Tackling Unsafe Speeds also introduces safer speeds around schools by requiring RCAs to reduce speed limits around urban schools to 30 km/h (or 40 km/h where appropriate), and around rural schools to a maximum of 60 km/h. To make it safer for children to walk and cycle to school, RCAs will also be encouraged to consider speed management treatments in the wider area around schools, not just on the road directly outside the school gate.

Tackling Unsafe Speeds also adopts a 'highly visible, no surprises' approach to safety cameras. Camera locations will be clearly sign-posted so drivers have advanced warning they are approaching a camera, and additional cameras will be rolled out and installed on our highest risk roads.

The ownership and operation of the safety camera network will be transferred from the NZ Police to the NZTA who will use its new speed management planning process to consult on the placement of new cameras. It is expected there will be a transition period of up to around two years to ensure a smooth change over between the two agencies.

The message to the public is that safety cameras are there to improve road safety, rather than enforcement tools to issue infringement notices.

Our partnership with local government is critical to achieving our road safety ambitions, and improving our co-ordination across the sector is a key focus. Thank you to all of you who shared your perspectives and contributed to the development of this programme.

In order to implement the Tackling Unsafe Speeds programme, changes to primary legislation and the Land Transport Rule: Setting of Speed Limits will be required.

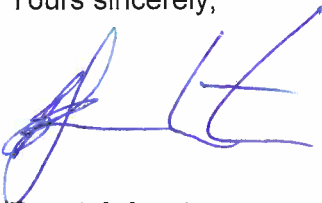
You will have an opportunity to comment on the legislative changes during the select committee process and the Ministry of Transport would like to continue to engage with you through the development of the new Rule. We intend to meet with the Transport Special Interest Group and a focus group of RCA representatives to test ideas about the draft Rule changes in early 2020.

Final legislation and rule changes are expected to be in place by mid-2020.

Further information on the Tackling Unsafe Speeds programme is available at:

<https://transport.cwp.govt.nz/land/tackling-unsafe-speeds/>

Yours sincerely,



Brent Johnston

Manager, Mobility & Safety

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Date 17 June 2020

Subject: **NZ Transport Agency regional report and state highway project updates**

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

Document: 2451569

Purpose

1. The purpose of this memorandum is to provide the Committee with an update on the NZ Transport Agency's activities nationally and regionally, including state highway projects of significance to the region.

Recommendation

That the Taranaki Regional Council:

- a) receives the presentation provided by the NZ Transport Agency.

Background

2. Emma Speight, Director Regional Relationships, Lower North Island, will provide a presentation to the committee on behalf of the NZ Transport Agency.
3. The national update will cover a range of workstreams, including those contributing to development of the National Land Transport Programme 2021-2024 (NLTP), such as Arataki and the review of the Investment Decision-Making Framework (IDMF).
4. The regional update will include the following state highway projects:
 - SH3 Awakino Gorge to Mt Messenger Programme
 - SH3 Waitara to Bell Block
 - SH3 New Plymouth to Hāwera
 - SH43 Improvements.

Decision-making considerations

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

recommendations made in this item comply with the decision-making obligations of the *Act*.

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

8. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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



Date 17 June 2020

Subject: **Developing the Regional Land Transport Plan 2021**

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

Document: 2454282

Purpose

1. The purpose of this memorandum is to update the Committee on the proposed timeline and process for developing the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* (RLTP 2021).

Executive summary

2. The Taranaki Regional Council (the Council) is required to develop a new Regional Land Transport Plan (RLTP or the Plan) by 30 April 2021. This item outlines a proposed timeline and process, along with using a new national template developed for RLTPs.

Recommendation

That the Taranaki Regional Council:

- a) receives the Memorandum, *Developing the Regional Land Transport Plan 2021*.

Background

3. As noted in the Memorandum, *Overview of regional transport and core work programme*, the Committee's statutory responsibility focuses on the preparation and implementation of a RLTP.
4. RLTPs are the primary documents guiding integrated land transport planning and investment within a region. The RLTP sets the strategic direction for our region's transport network over the next 10-30 years. It describes the long-term vision and identifies the short to medium term regional investment priorities to achieve this vision. The RLTP also includes a regional programme of transport activities proposed for funding over a 3-6 year period.
5. The Regional Transport Committee is required to develop a RLTP every six years and review it every three years. The RLTP 2015 was reviewed in 2018, and as such the

planning cycle for the next RLTP is underway in order for it to be prepared, consulted on, and adopted before 30 April 2021, and then come into effect on 1 July 2021.

6. Development of the next RLTP, the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* (RLTP 2021) will therefore be a core workstream from now through to 30 April 2021, when it is due to be lodged with the NZ Transport Agency.
7. It is important to note that there are a wide range of interrelated workstreams involved in development of the RLTP, and timings/resourcing are often challenging during this period – especially given the timing within the general electoral cycle also.
8. Attached for the Committee's reference are three documents produced by the NZ Transport Agency, all of which provide links to further information:
 - Regional Land Transport Plans - FAQs
 - NLTP Bulletin - May 2020
 - NLTP Bulletin - June 2020
9. This item outlines the general process for developing the RLTP 2021 and suggests a timeline for this process. Throughout the development phase there will be key steps where the RTAG will seek advice and confirmation from the Committee.

Impact of COVID-19 on the RLTP 2021

10. Unsurprisingly, and as noted elsewhere throughout the agenda, the impacts of the COVID-19 pandemic are being felt throughout the transport sector, as elsewhere. The world has changed, and there are a number of unknowns at present.
11. The substantial change in work and travel patterns, some of which may be permanent, has impacted on the revenue acquired through fuel usage; and therefore the amount available to be spent through the National Land Transport Fund (NLTF), and potentially what projects it should be spent on.
12. Traditionally, the programme of activities in the RLTP was solely to seek funding support from the NLTF. However, transport projects will likely form a significant component of the Government's economic Stimulus Package; and it remains to be ascertained how this package will interact with other funds/programmes already established, including the NLTF, the Provincial Growth Fund, and the NZ Upgrade Programme. How these different funding sources are reflected in the next RLTP is still uncertain.
13. The timeline for developing Taranaki's RLTP 2021 is now behind where it was anticipated being, with the strategic policy framework to have been largely completed by June. Taranaki is in a similar situation to the majority of regions around the country in this regard. Likewise, as much as possible, the original timeframes for completion are being kept to.

Process timeline for developing the RLTP 2021

14. As part of work to improve the consistency and value of RLTPs across the country, the local government Transport Special Interest Group has developed a template and guidance on how to develop an RLTP, with the support of the NZ Transport Agency.
15. The proposed key stages in the development/review of the RLTP are given below. Noting that these high-level timeframes are based on a range of external Government

documents being available on schedule, the anticipated timeframe for development of the RLTP 2021 is:

- Mar-Jul 2020 – Review strategic front end of the RLTP, including transferring into the new national template format.
 - Jun-Jul 2020 – Check/confirm strategic front end of the RLTP, including holding a facilitated workshop with RTAG/RTC and key stakeholders.
 - Aug-Sep 2020 – Finalise strategic front end of RLTP in order to guide Approved Organisation's development of their transport programmes.
 - Aug-Oct 2020 – Organisations to prepare their draft programmes of activities in Transport Investment Online.
 - Oct-Nov 2020 – Develop regional programme of activities including prioritisation of regionally significant activities.
 - Dec 2020-Feb 2021 – Public consultation on full draft RLTP 2021-27.
 - Mar-Apr 2021 – Hearing of Submissions, deliberations, finalisation of the RLTP.
 - Apr 2021 – Approval of the revised RLTP, adoption by Council and submission to NZTA by 30 April 2021.
16. A more visual timeline for development of the Taranaki RLTP 2021-2027 is attached for the Committee's reference.

ILM Review Workshop on 1 July 2020

17. Erik Barnes of Auxilium Ltd has been engaged to assist with developing the strategic front end of the RLTP, his primary role being reviewing the Investment Logic Mapping (ILM) problem/benefits, to ensure a clear investment story is developed for the 2021 RLTP.
18. A key part of this work is the facilitation of a review workshop on Wednesday 1 July 2020. All RTC and RTAG members have been invited to the workshop, along with these other key stakeholders:
- Taranaki Trails Trust
 - Venture Taranaki - 2050 Project
 - Roadsafe Taranaki
 - NZ Police
 - Heavy road transport industry
 - Automobile Association
 - Port Taranaki
 - KiwiRail
19. This 3-hour workshop will be held from 10:30am to 2:00pm (with a break midway), through video conferencing. Participants are able to join the remote workshop from their own location, or do so from the TRC offices in Stratford if they prefer. A background paper is in the process of being finalised and will be circulated to participants prior to the workshop.

Next steps for the Committee

20. At the Committee's next meeting on **9 September 2020**, they will be provided with the following aspects of the draft RLTP 2021 for consideration:
 - A revised strategic framework – including Objectives, Policies, and Ten Year Transport Priorities
 - A recommended structure for the Programme and Funding sections
 - A recommended methodology for prioritising significant activities
 - A recommended policy on significant variations.
21. At the Committee's subsequent meeting on **2 December 2020**, they will be provided with the following aspects of the draft RLTP 2021 for consideration:
 - A draft regional programme of activities
 - A suggested priority ranking of those activities deemed significant
 - A request for the full draft RLTP 2021 to be approved for public consultation.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

25. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 2447815: RLTP FAQs by NZTA in Feb2020

Document 2519466: NLTP Bulletin May 2020

Document 2519465: NLTP Bulletin June 2020

Document 2519538: Timeline for development of Taranaki RLTP 2021-2027 as at 10Jun2020

REGIONAL LAND TRANSPORT PLANS - FAQs

What is a Regional Land Transport Plan (RLTP)?

An RLTP sets out a region's land transport objectives, policies and measures for at least 10 financial years, as required under section 16 of the *Land Transport Management Act 2003*.

The direction set by an RLTP is an essential part of the strategic context for any land transport investment proposal.

Why do we need an RLTP?

RLTPs incorporate programmes of regional land transport activities, including the activities proposed for inclusion in the National Land Transport Programme (NLTP).

Activities need to be in an RLTP in order to be considered for the NLTP and funded from the National Land Transport Fund (NLTF).

Who develops the RLTP?

RLTPs are developed by regional transport committees on behalf of the regional council, or Auckland Transport in the case of Auckland, every six years.

The Land Transport Management Act 2003 sets out in detail the requirements of an RLTP, including the requirement to complete a review of an RLTP during the six-month period before the end of the third year of the plan.

Is there any guidance on how to develop an RLTP?

An RLTP should outline the challenges for the region, what changes are needed to the transport network to meet those challenges and identify benefits from investing in the network.

The local government Transport Special Interest Group (TSIG) has developed a template and guidance on how to develop an RLTP, with our support.

The guidance can be found at: <https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2021-24-nltp/>

Should we continue to develop our RLTP ahead of the release of the Government Policy Statement on land transport (GPS)?

There is a short time to prepare a comprehensive RLTP ahead of April 2021.

The RLTP should be developed based on the best information available and reflect the issues and objectives of the region.

What are the key milestones in developing an RLTP?

There are no specified dates other than submitting a final RLTP to the Transport Agency by 30 April 2021. Other key dates including the release of the draft GPS, expected in March.

Most Regional Transport Committees (RTCs) will be developing the strategic components of the RLTP in the first half of 2020 and the programme in the second half of 2020, with consultation and a final draft by first quarter of 2021.

How will the Transport Agency support local government in developing RLTPs?

There are several ways we can support the development of RLTPs:

- We have an established group working on the 2021-24 NLTP and the Transport Agency Investment Proposal (TAIP)
- We've formed a national co-ordination team led by Steve Higgs (Lead Strategic Planner based in Christchurch) and supported by Amy Kearse (Lead Strategic Planner based in Wellington). This group will provide advice and support to the regional Transport Agency teams.
- We have established regional relationship teams led by the Directors of Regional Relationships (DRR). These teams will provide relationship support for regions.
- We're working closely with TSIG on relevant advice and guidance.

Who do I go to for help?

You can contact your local Transport Agency office. The people with most direct contact who can help you are:

- Your local Director of Regional Relationships
- Lead Strategic Planners
- System Managers
- Partnership Investment Advisors

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NLTP Bulletin

7 May 2020



Welcome to the NLTP Bulletin, our newsletter with information about management of the current National Land Transport Programme (NLTP) and what we're working on for the development of the 2021-24 NLTP.



COVID-19 update

Our CE Nicole Rosie met this morning with local government CEs and transport executives to provide a COVID-19 update.

She reiterated that Waka Kotahi NZ Transport Agency is here to work with you, to help navigate the new landscape that we find ourselves in with COVID-19 and as you develop your Regional Land Transport Plans (RLTPs).

Nicole acknowledged that, like ourselves, local government is facing significant financial constraints in the 2020/21 financial year and that the top priority is to get on with projects that will help create jobs and inject cash into local economies. It was noted that local government is looking to Waka Kotahi for greater financial assistance, particularly in the areas of public transport and Road to Zero safety initiatives, and for help in making the funding application process simpler.

She told the meeting that Waka Kotahi would not be able to provide everything being sought by the sector but the below had already been done to make it easier to deliver better outcomes for your community.

One thing we know is that there is likely to be change to the draft 2021 Government Policy Statement on land transport (GPS) because of the impacts of COVID-19 and that the Government's economic stimulus package will impact on the Transport Agency Investment Proposal (TAIP).

Waka Kotahi is committed to making things simpler - where we can - and ensure we are not placing any greater strain on your time and resources. In light of that, we have already done the following:

Regional Transport Committee - Developing Regional Land Transport Plan 2021

- We have deferred consultation on the draft Investment Prioritisation Method (IPM) as part of the Investment Decision-Making Framework (IDMF) review. It has been developed in response to the draft Government Policy Statement on Land Transport 2021 (released in March) and will be used to prioritise activities in the 2021-24 NLTP. We made this decision as we know there will be changes to the draft GPS because of COVID-19 and only want to engage once on the IPM.
- The draft IPM is intended to replace the Investment Assessment Framework for the 2021-24 period.
- We will be looking to communicate early investment signals once the GPS is finalised - so expect to see these toward the end of June/early July. This will help with your RLTP development.
- We have delayed the release of the Transport Agency Investment Proposal (TAIP) until August - this will provide us with the time to consider the impact of the economic stimulus package on the TAIP. We will, however, continue to work with you throughout the next three months, as we develop the updated proposal to enable you to keep developing your Regional Land Transport Plans (RLTPs).
- We have deferred development of the Arataki 30-year view for some months. We will continue to develop the next version of Arataki by June 2020. Version 2 will address our post-COVID-19 role and identify opportunities over the next 10 years.

In the coming weeks, we will:

- Keep developing RLTP guidance to share with you: with a focus on ensuring a consistent approach to RLTP development.
- Only communicate the guidance that we know will not change. We will release further guidance, as and when we know that no further change is likely.
- Propose to set the Funding Assistance Rate (FAR) for the 2021-24 National Land Transport Programme (NLTP) by the end of June.
- Look to encourage greater use of our evidence-based data to enable a more consistent approach to RLTPs.
- Review proposed changes within the Investment Decision-Making Framework review to make it easier for the sector over the next year.
- Continue to develop tools and collateral to build understanding and capability in areas of change and roll out only what is critical for the development of the next NLTP

As part of our Business Continuity Planning, we will be considering whether there is anything we can do to change any of our existing policies, processes, practices and/or procedures that will help make it easier for you. This work is already underway, and we'll keep you updated as it progresses.

We will look into what possibilities there are for us to consider any changes in our levels of funding. However, Waka Kotahi is also facing a significant drop in funding as a result of COVID-19, lower fuel prices and less vehicles on our roads, and this may not be possible.

Programme updates

Document releases - IDMF and Arataki

- We have released two key documents that feed into the development of the 2021-24 National Land Transport Programme (NLTP) – the summary of the key themes from our recent engagement on changes to the Investment Decision-Making Framework (IDMF), in particular the assessment of investment proposals, the development of business cases and low cost, low risk programmes; and Arataki Version 1.1.
- A summary of the key themes that came through in consultation on the IDMF Draft Design Report is now available on our website.

View the summary of key themes

- If you have any questions, please email idmfconsultation@nzta.govt.nz.
- Arataki Version 1 was released for feedback in December 2019. It has been well received by the sector, with some regions are relying on the evidence base and insights as their starting point for RLTPs.
- We received almost 50 pieces of feedback from individuals and organisations which resulted in a series of technical amendments. Feedback that requires more substantial changes to Arataki will be considered as part of future updates.
- Arataki Version 1.1 recognises the significant potential impact of the COVID-19 pandemic, but does not consider in detail the nature, scale or location of these impacts, or include details of potential economic stimulus packages to support New Zealand businesses and communities post lockdown.
- This will be part of Arataki Version 2, which we will be developing at pace to assess the impacts of COVID-19 on the land transport system and identify the post-COVID opportunities over the next 10 years.

View Arataki Version 1.1

- The Arataki team welcomes your questions and feedback, please email arataki@nzta.govt.nz.

Innovating Streets pilot fund for councils

- Waka Kotahi has launched an Innovating Streets for People pilot fund - more than \$7 million - to help create more people-friendly spaces in our towns and cities.
- The Innovating Streets programme supports councils to use tactical urbanism to help make our existing towns and cities great places to live, work and play. The pilot fund provides councils with a 90% funding assistance rate (FAR) for tactical urbanism projects as well as capability building support for successful applicants, including participation in a community of practice.
- Innovating Streets is fundamentally about reconsidering how we allocate street space, and it's a relevant time for councils to help their communities re-imagine public space.
- There's a huge amount of planning underway for economic stimulus but we know permanent upgrades can be challenging. This fund is an opportunity to pilot changes that make our streets safer and more liveable.
- COVID-19 is having a significant impact on our transport systems and services. The Innovating Streets programme can contribute by providing councils with an opportunity to adapt their streets to better support active and safe transport needs, while following official advice about people movement.

Regional Transport Committee - Developing Regional Land Transport Plan 2021

- There are two application rounds. The first closes on Friday 8 May with successful applications announced in early June. The second round opens on Monday 8 June and closes on Friday 3 July with successful applications announced by the end of July.
- Tactical urbanism projects designed as part of a COVID-19 response package can be considered immediately, on a case-by-case basis. This involves projects that can be delivered in a short time frame to support social distancing on footpaths and cycle lanes, and the temporary use of streets for physical activity. Guidance for councils on how to respond to the challenges COVID-19 is presenting on our streets has been developed and will be added to over time.

[View the guidance](#)

[Find out more about the fund](#)



More information

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NLTP Bulletin

10 June 2020



Welcome to the NLTP Bulletin, our newsletter with information about management of the current National Land Transport Programme (NLTP) and what we're working on for the development of the 2021-24 NLTP.



COVID-19 update

We acknowledge there is still a lot of ambiguity because of the uncertainty created by COVID-19:

- The level of fiscal stimulus funding for infrastructure is still unknown;
- Along with you, we are also grappling with the impact of the pandemic on our funding and work programmes; and
- the Government is still working to determine what sector capacity there is to deliver an increased construction programme.

The Minister of Transport is still looking to finalise the Government Policy Statement on land transport (GPS) by the end of July – but this is a big challenge given the various uncertainties we now face.

In the meantime, we're continuing to provide you with the latest information relating to the development of your Regional Land Transport Plan (RLTP) – it includes guidance on our conversations, our focus areas and what's coming up next. Our team is here to help and work through this with you.

Programme updates

Transport Agency Investment Proposal (TAIP)

- We're currently developing regional summaries for the State Highway Activity Management Plan (SHAMP), that forms part of the TAIP.
- This SHAMP will include all Crown investment in the regional land transport system, not just from the National Land Transport Fund (NLTF).
- This is important to provide a clear overview of all land transport investment that is underway to connect people, products and places in your region.
- We'll engage on the SHAMP once the investment context is updated with the forthcoming GPS.
- Our Board is expected to endorse the TAIP in August, for release in early September.

Regional Land Transport Plans (RLTPs)

- This week we released additional guidance to help you with development of the strategic front section of your RLTPs. This guidance is supplementary to what was released in December last year.

View the RLTP guidance

- This guidance is designed to make it easier for you to write the front end of your RLTP. This will provide the strategic context for each region that can be used in future business cases.
- We know you are working hard on the front end of the RLTPs, and in accordance with the guidance, should be ready about August. Our teams are available to help you complete this work, so please seek help if needed.
- We're continuing to work with the Transport Special Interest Group (TSIG) to address any further need for guidance or any possible changes to timelines – and we'll keep you informed of what is happening. The next set of guidance will focus on developing the RLTP programmes.
- Our next critical milestone in the development of the 2021-24 NLTP is ensuring your continuous programmes are ready for preliminary assessment and moderation, which is expected to be late August.
- Our teams are working on the best approach and timelines for this work; the details of which should be finalised later this month.

Investment Decision-Making Framework (IDMF)

- The IDMF Final Report has been released today.

View the report

- This report outlines changes in the following key areas:
 - o Updated investment principles, policies and guidance
 - o Benefits framework
 - o Business case improvements
 - o Assessment
 - o Low cost, low risk activities

and will include guidance on transitioning to the IDMF.

- To ensure users can confidently adapt to and apply the IDMF changes, we're putting in place training, workshops, guidance and ongoing support, including an online information session on 23 June for Approved Organisations and consultants. Please email decisionmaking@nzta.govt.nz for more

information.

- As mentioned previously, we have deferred consultation on the draft Investment Prioritisation Method while we take the time to understand the impact of COVID-19 on our programmes of work and on investment in the land transport system.
- There is a need to clarify the role of the NLTF in supporting the Government's economic recovery strategy (including Crown investment programmes such as the NZ Upgrade Programme), to inform prioritisation of the next NLTP.

Arataki

- We're making good progress with Arataki Version 2, which assesses the likely impact of COVID-19 on the land transport system and identifies post-COVID-19 opportunities.
- We'll produce the updated document for the Board to endorse in August.
- In the meantime, we'll release evidence and insights as these come to hand so we can inform work including RLTPs and TAIP development.
- To inform our assessment, we commissioned research from MartinJenkins and Infometrics to understand the likely socio-economic impacts of COVID-19 on regions and communities.

Learn more about this research

- Arataki V2 will also include easier access to the data and information that has gone into the development of Arataki to help with the development of RLTPs and post-COVID-19 planning.
- As always, we welcome your questions or feedback via arataki@nzta.govt.nz.

New resilience evidence base

- Our Board has approved the National Resilience Programme Business Case. It prioritises major and extreme natural hazard (including climate change-related) risks in the New Zealand land transport system and recommends an integrated suite of system responses.
- Responses to the highest priority risks and sites will be submitted for consideration into the 2021-24 NLTP.
- The evidence base, risk prioritisation methodology and decision-making framework will be made available over coming weeks for you to use when developing your work programmes and business cases to mitigate the risks.
- Please email resilience@nzta.govt.nz for more information.

Urban development

- You'll hear more soon about our Urban Development Programme, set-up to deliver on the Government's policy objectives for good urban development.
- We're developing a Planning Better Places guide which outlines the key set of principles we apply to planning and investment decisions.
- The guide will provide a set of useful tactics and interventions to increase collaboration in urban planning with a range of strategies, toolkits and case studies to help deliver best practice urban development.

Regional Transport Committee - Developing Regional Land Transport Plan 2021

- The draft guide will be released for sector-wide engagement in July – the future is working with you to create great places to live.
- We’re developing the draft but need your input so we can truly partner in developing better communities.
- The guide will recognise that where the transport system is planned and developed alongside communities’ we create places that are safer, better connected and more accessible.



More information

For more information on the NLTP, you can visit [our website](#) or [contact us online](#).

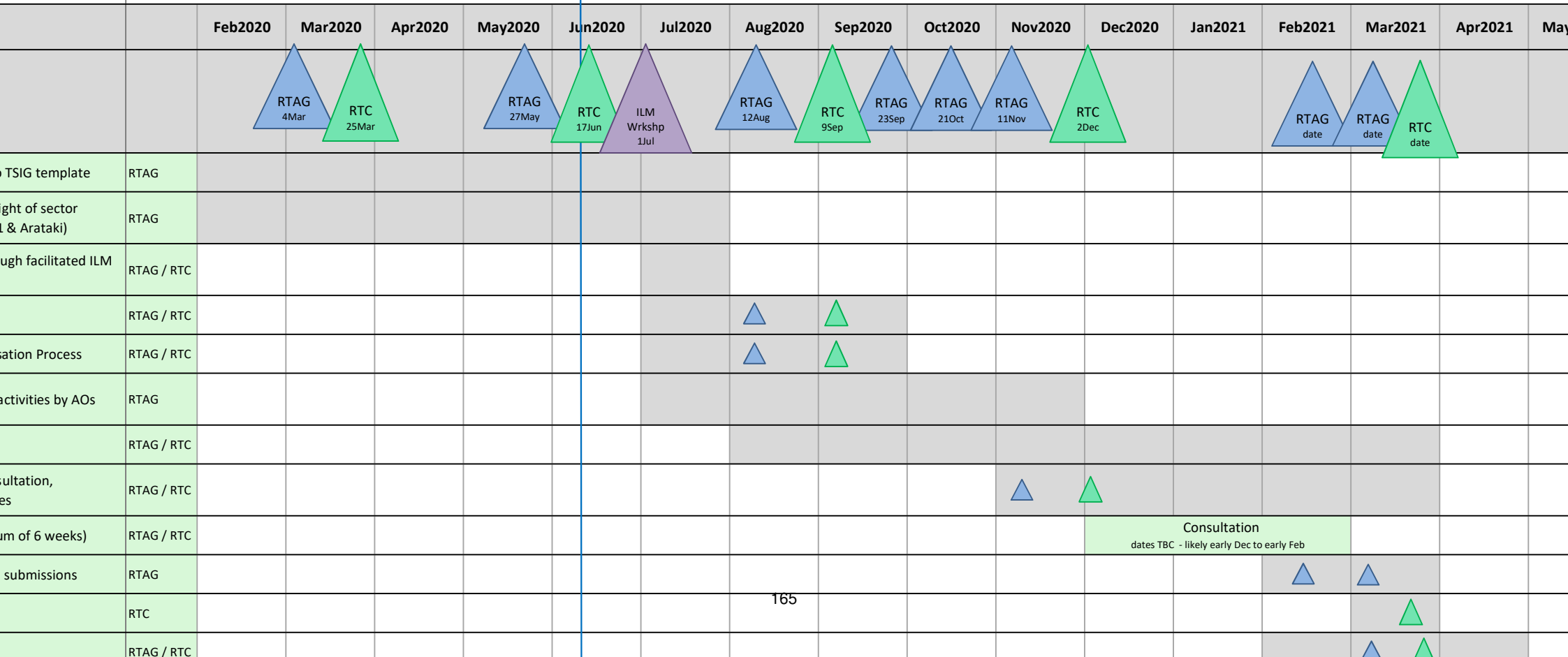
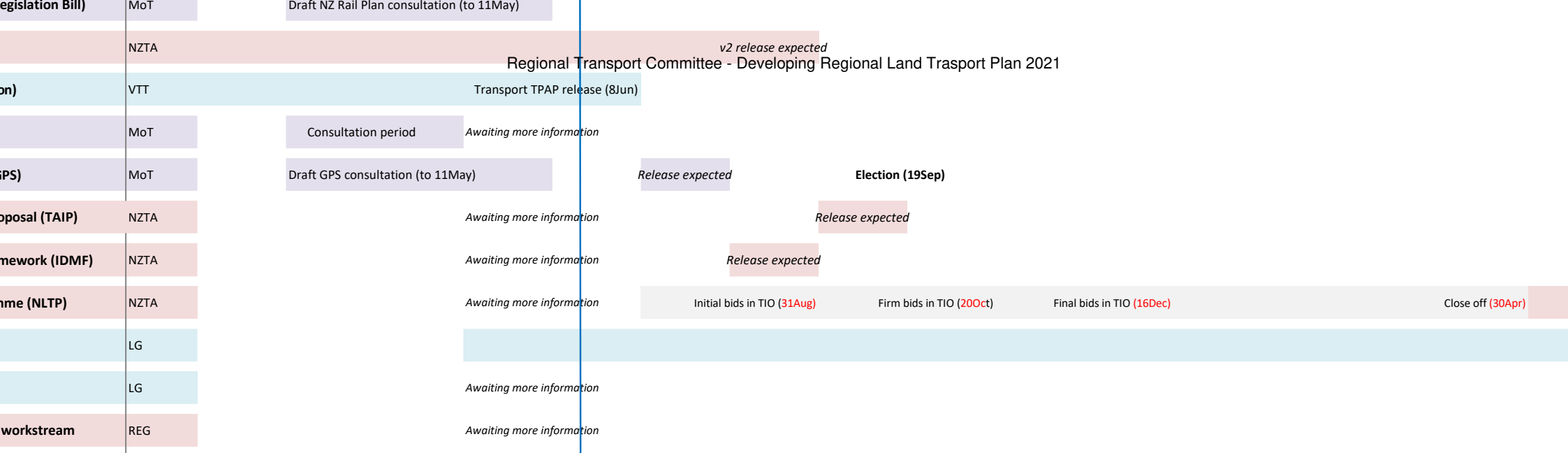
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Committee: Regional Transport Committee

Date 17 June 2020

Subject: **Public transport operational update for the quarter ending 31 March 2020**

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

Document: 2517436

Purpose

1. The purpose of this memorandum is to provide members with an operational report on public transport services for the quarter ending 31 March 2020.

Recommendation

That the Taranaki Regional Council:

- a) receives and notes the operational report of the public transport services for the quarter ending 31 March 2020.

Background

2. As part of the Council's responsibility for promoting an integrated, safe, responsive and sustainable land transport system within the region, a range of activities are required, including provision of public transport services and the Total Mobility Scheme.

Covid-19

3. On 23 March 2020, the Prime Minister announced New Zealand's move to Alert Level 3, then to Level 4 within 48 hours. On 26 March the country began the preliminary four week lockdown. From the day of lockdown, bus and Total Mobility services were available only for essential workers and those undertaking essential journeys such as getting to the supermarket or pharmacy. In light of the restrictions and redefined purpose, bus services levels were reduced as appropriate.
4. Currently, officers are working with central government agencies and local operators to assess the financial implications on service costs and foregone revenue as well as ensuring public transport remains a safe option. Waka Kotahi New Zealand Transport

Agency has announced it will financially support councils and operators due to the lost revenue under Alert Levels 4 and 3.

5. Therefore, the information presented in this report and attached update has been impacted by the beginning of the lockdown. It means that six days 'usual' bus patronage and Total Mobility use did not occur. Members are requested to bear this in mind as they consider the report.

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

6. Patronage for the quarter decreased 14.6%. Total patronage was 123,629 down 21,166. There was still, however, an increase of 21% in WITT patronage for the quarter.
7. For the period of March impacted by the lockdown just 103 trips were undertaken, an average of 21 per day. This compares to an approximate 2,500 trips per day we might usually expect.

Connector (Hāwera to New Plymouth) bus service

8. Patronage for the quarter decreased (6.3%). A total of 6,378 trips were recorded compared to 6,808 in the same quarter 2018/2019. Increases in patronage were recorded in Adult 2%, Access 60% (only up from five to eight), Seniors 9%, WITT 8% and Tertiary 40%. These increases were offset by a drop in students undertaking training, down 447 or (49%) and TDHB down 199 (27%).

Southlink services

9. Patronage for the March quarter was up on both the Ōpunake to Hāwera and the Ōpunake to New Plymouth services however is down on the Waverley to Hāwera service in comparison to the same period last year. The performances of each service is detailed below.
10. Waverley-Pātea-Hāwera patronage was 266, down 132 or 33% compared to the same quarter last year. The most significant difference was SuperGold Cardholder patronage down 114 or 47%. Child patronage was also down with only one child travelling this quarter, down nine or 90%.
11. Ōpunake to Hāwera patronage was 32, an increase of five or 19% compared to the same quarter last year. Child patronage was down four, or 80%, and more significantly Access was down 26 or 100% with no Access patronage for this quarter. Adult patronage was up five or 19%, SuperGold Cardholders were up two or 6% and Under 5's were also up two, with none having travelled the same quarter last period.
12. Patronage for the Ōpunake to New Plymouth service was 347 an increase of 169 or 95% compared to the same quarter last year. Adult patronage was up 40, or 133% and Child was 179, up a significant 169 on the same period last year, which showed only 10 for the quarter. SuperGold Cardholder patronage was down 38, or 28%.

SuperGold Card

13. SuperGold Card patronage for all services for the quarter totalled 13,821 compared with 14,952 trips, a decrease of 1,131 or (7.6%), on the same period last year. However, both

January and February showed an increase in patronage in comparison to the same period last year.

Total Mobility Scheme

14. Trips for the quarter were 11,434 down 1,008 or 8% on the same period last year.
15. For the period of March impacted by the lockdown just 171 trips were undertaken, an average of 29 per day. This compares to an approximate 140 trips per day we might usually expect.

Ironside Vehicle Society Incorporated

16. Total trips for the quarter were 1,170, down 306 or 21% on the same period last year. Of the total 901, or 77% involved wheelchair passengers.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

20. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 2517448: Public Transport Programme Update – operational overview March 2020

Public Transport Programme Update – operational overview March 2020

Citylink performance

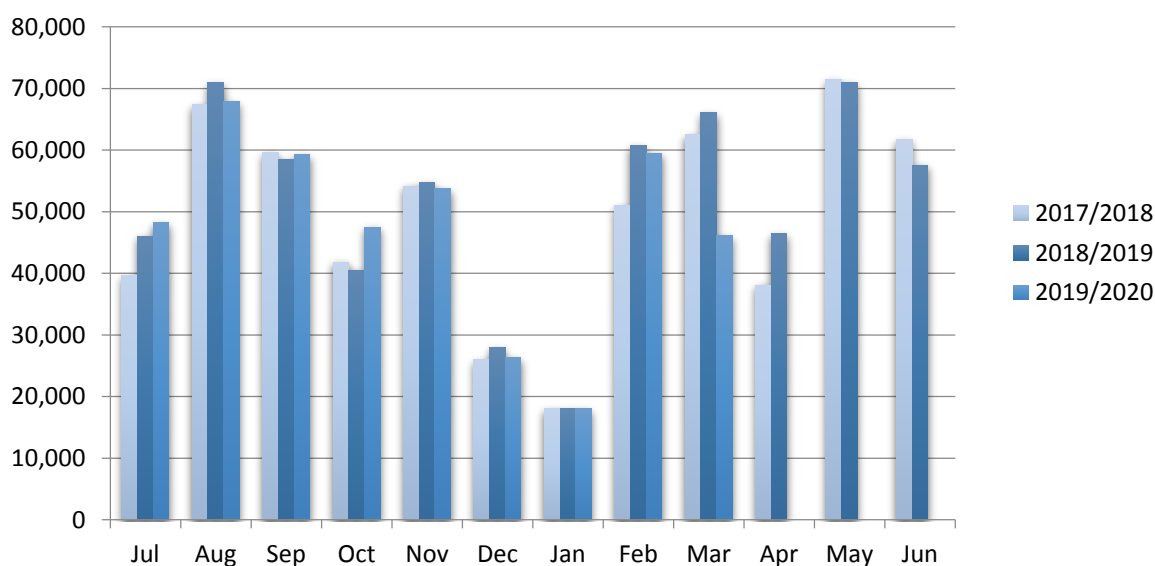
	March 2020 quarter	March 2019 quarter	18/19 vs 19/20
Patronage	123,629	144,795	-14.6%
Farebox*	37.7%	41.9%	-10.0%
Commerciality*	38.8%	43.3%	-10.4%

*Ratios exclude indexation costs

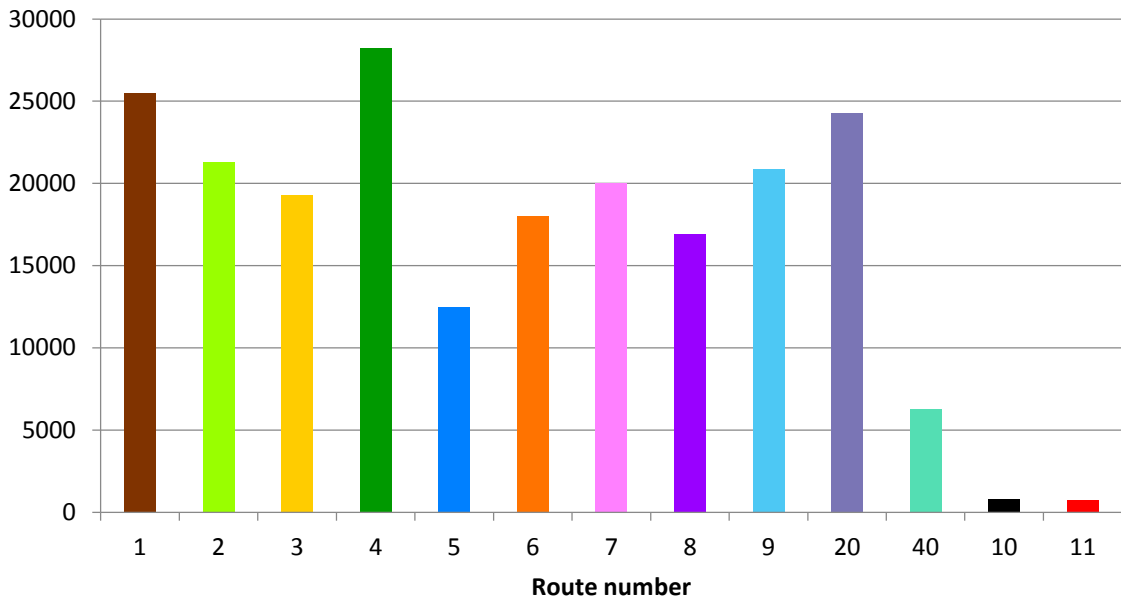
Citylink Patronage

	March 2020 quarter	March 2019 quarter	18/19 vs 19/20
Adult	7,325	7,842	-7%
Child/Student	69,763	84,664	-18%
Senior/SuperGold	14,230	15,289	-7%
Tertiary	890	1,242	-28%
Comm Services Card	10,596	11,102	-5%
Access	1,012	1,407	-28%
WITT	4,566	3,759	21%
Transfer	15,247	19,490	-22%
Promotion	0	0	

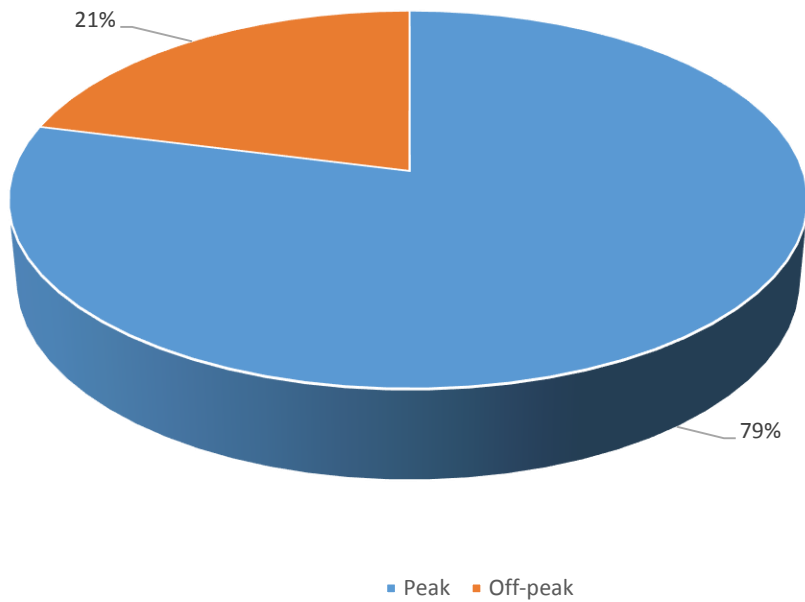
Citylink patronage 2017/2018, 2018/2019 and YTD 2019/2020



Urban route patronage YTD 2019/2020



Citylink peak/off-peak passenger % YTD 2019/2020



Connector Performance

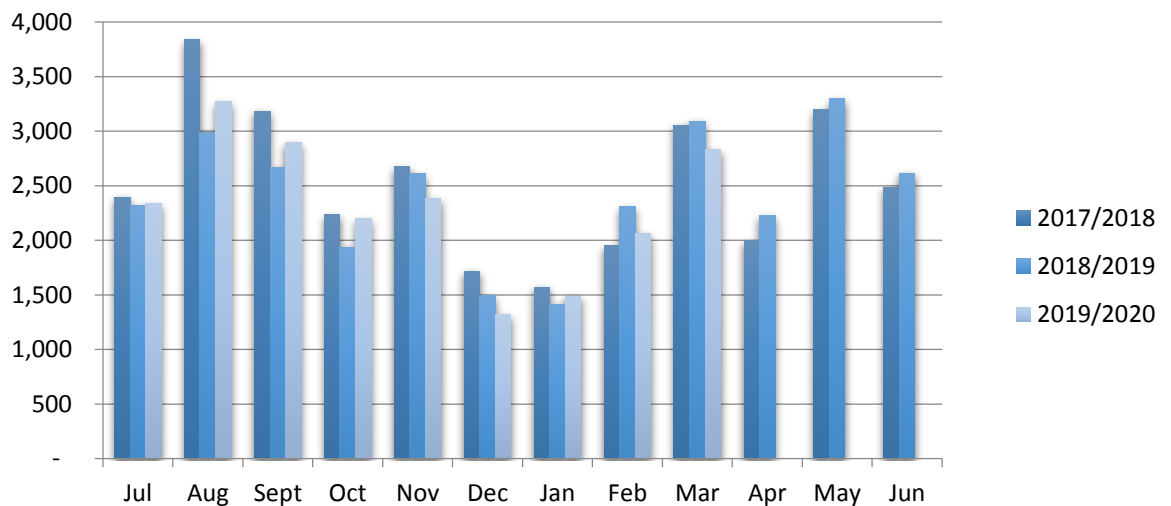
	Mar 2020 quarter	Mar 2019 quarter	YTD 18/19 vs 19/20
Patronage	6378	6808	-6.3%
Farebox*	63.4%	76.3%	-16.9%
Commerciality*	63.4%	78.5%	-19.2%

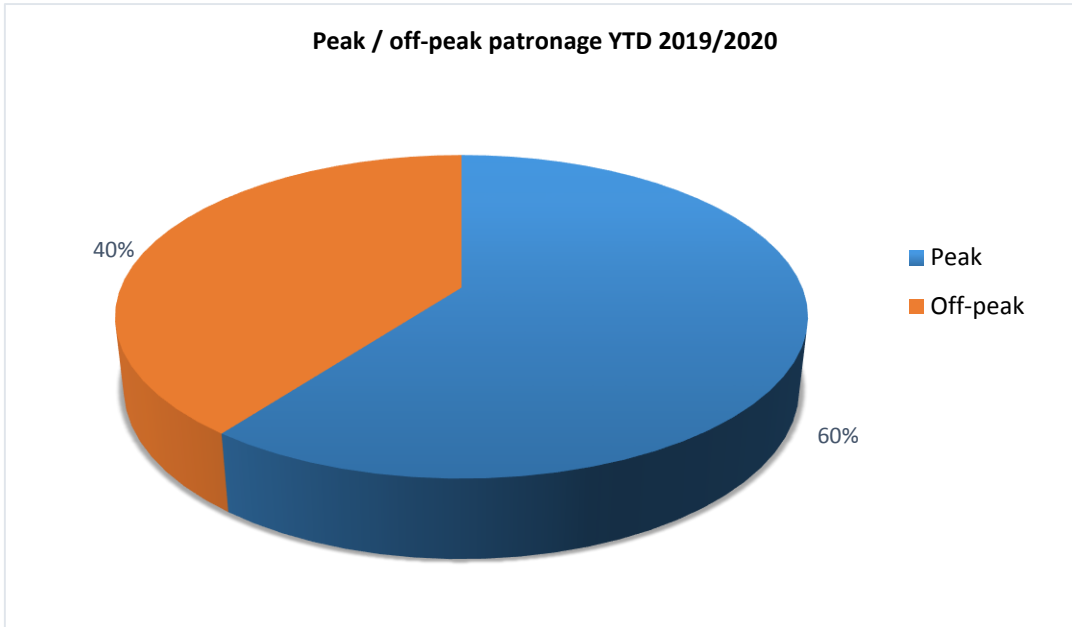
*Ratios exclude indexation costs

Connector Patronage

	March 2020 quarter	March 2019 quarter	18/19 vs 19/20
Access	8	5	60%
Adult	1041	1,019	2%
Beneficiary	648	733	-12%
Child	154	166	-7%
Seniors	98	90	9%
SuperGold	776	810	-4%
TDHB	532	731	-27%
Tertiary	525	374	40%
WITT	2123	1,960	8%
Training (Paid)	473	920	-49%
Promotion	0	0	

Connector patronage 2017/2018, 2018/2019 and YTD 2019/2020





Southlink performance

Opunake to New Plymouth

	Mar 2020 quarter	March 2019 quarter	18/19 vs 19/20
Patronage	347	178	95%
Farebox*	30.96%	14.20%	118%
Commerciality*	30.96%	14.20%	118%

*Ratios exclude indexation costs

Waverly to Hawera

	Mar 2020 quarter	Mar 2019 quarter	YTD 18/19 vs 19/20
Patronage	266	398	-33%
Farebox*	10.61%	13.10%	-19%
Commerciality*	10.61%	13.10%	-19%

*Ratios exclude indexation costs

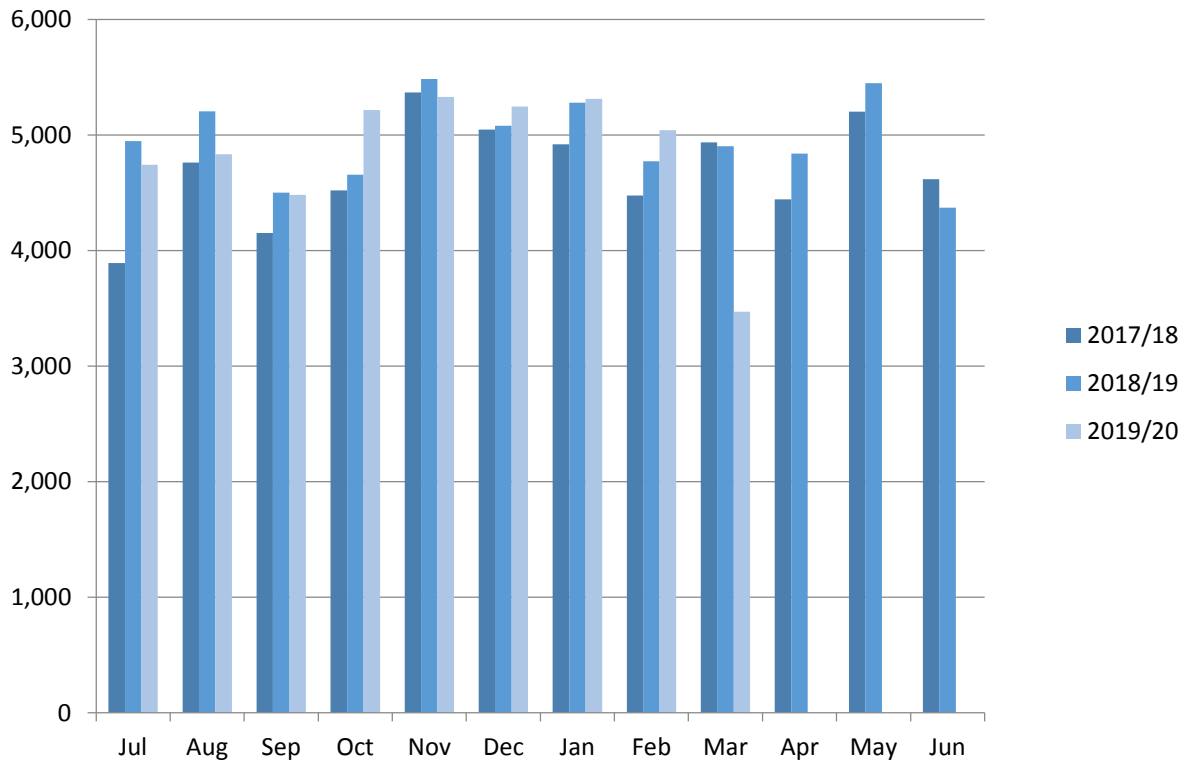
Opunake - Kaponga - Manaia - Hawera

	Mar 2020 quarter	Mar 2019 quarter	18/19 vs 19/20
Patronage	70	91	-23%
Farebox	3.50%	3.43%	2%
Commerciality*	3.50%	3.43%	2%

*Ratios exclude indexation costs

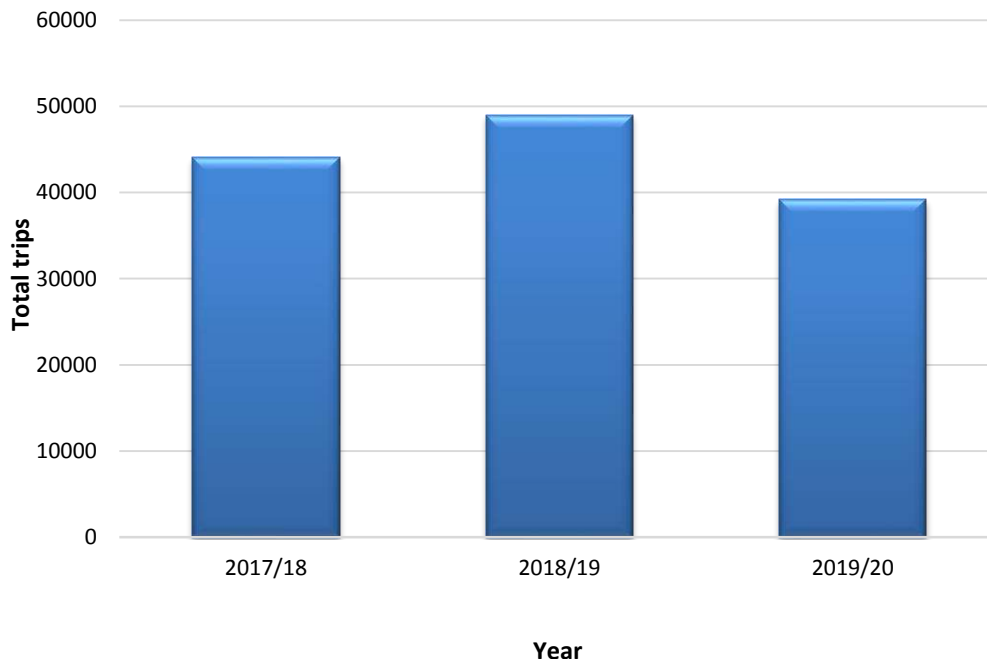
SuperGold Card

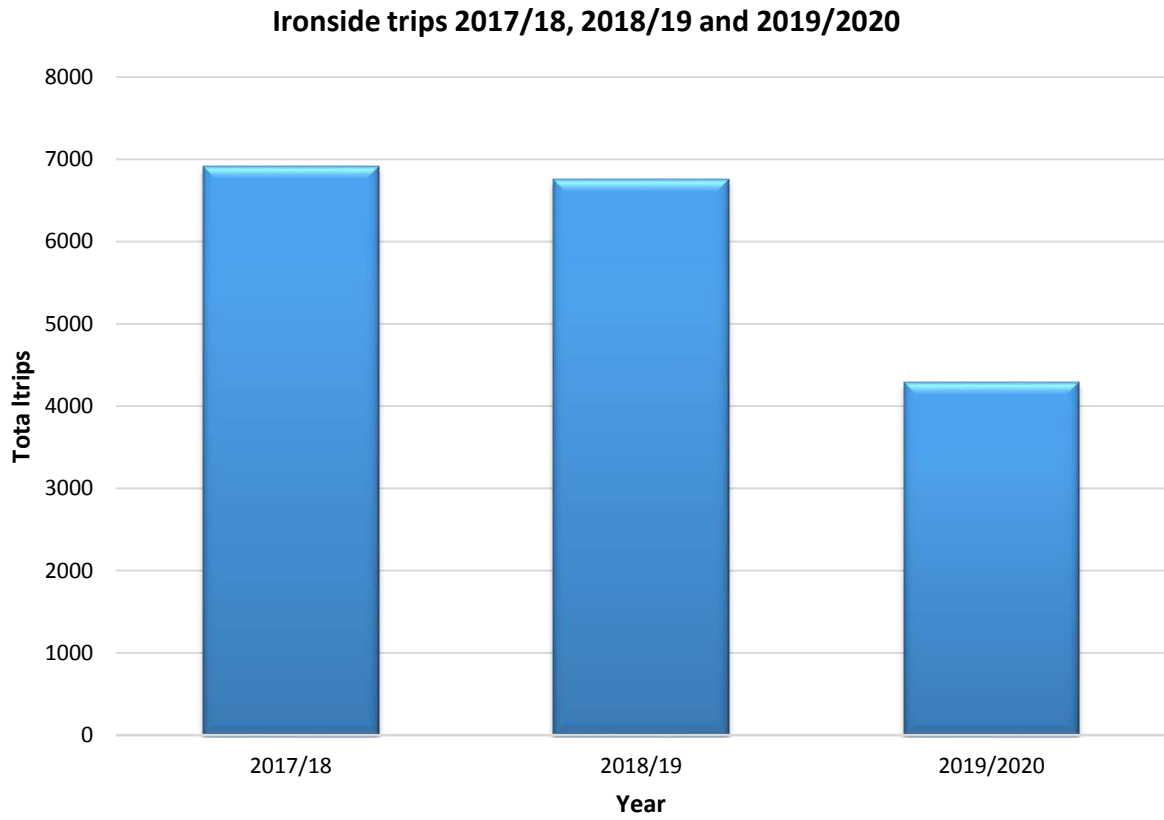
SGC patronage YTD 2017/2018, 2018/2019 and 2019/2020



Total Mobility

Total Mobility trips 2017/18, 2018/19 and 2019/20







Date 17 June 2020

Subject: **Correspondence and information items**

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

Document: 2429238

Purpose

1. The purpose of this item is to update the Committee on correspondence and information items since their last meeting, seeking guidance on responses where appropriate.

Recommendations

That the Taranaki Regional Council:

- a) receives and notes for information purposes the copy of the submission made on the *Land Transport (NZTA) Legislation Amendment Bill* and the accompanying Memorandum to the Council's Executive, Audit and Risk Committee
- b) receives and notes for information purposes the copy of the submission made by the Transport Special Interest Group on the *Land Transport (Rail) Legislation Amendment Bill*
- c) receives and notes for information purposes the correspondence with KiwiRail
- d) receives and notes for information purposes the correspondence with the NZ Transport Agency
- e) receives the update on the State Highway 43 Improvement Project.

Land Transport (NZTA) Legislation Amendment Bill

2. Submissions on the *Land Transport (NZTA) Legislation Amendment Bill* were called for in mid-December 2019. A submission was prepared by Officers and sent to meet the 7 February 2020 deadline. Timeframes did not allow the submission to be taken to the RTAG or RTC, so TRC's Executive, Audit and Risk committee received it on Monday 17 February. It is now brought to the RTC for their information.
3. The submission notes concerns with aspects of the Bill as currently drafted, particularly as they apply to introducing a new speed management review regime, which has implications for the Committee and the Road Controlling Authorities in the region. Of specific concern, some clauses of the Bill appear to confer broad powers and responsibilities within the sector without sufficient detail, or an adequate consultation

timeframe, being provided to enable the implications to be appropriately assessed by local government. There was also no consideration given to resourcing the proposed increase in workload for regional transport committees.

4. These potential changes to speed management will be discussed elsewhere in the Agenda as part of the updates provided by the Ministry of Transport and the NZ Transport Agency.

Land Transport (Rail) Legislation Amendment Bill

5. The Land Transport (Rail) Legislation Bill, sets out the new planning and funding framework for the heavy rail network, owned by KiwiRail.
6. The Council did not submit separately on this Bill given timing and resourcing constraints. A copy of the Transport Special Interest Group (SIG) submission is attached for the Committee's information.
7. Following consideration of public submissions, the Select Committee has now reported back to the House with its recommendations for the Bill to be passed with some amendments. The Select Committee's final report is now available on the parliamentary [website](#). The Rail Bill will now proceed to its second reading.

Letter from new Committee Chair to KiwiRail

8. Attached for reference is a copy of correspondence sent to the Chief Executive of KiwiRail, Greg Miller, from the Committee's Chair Matthew McDonald, dated 13 February 2020.
9. A brief response was finally received on 20 March 2020, after repeated follow-ups, with the advice that a meeting clash meant that neither the Chief Executive or their Deputy could attend.
10. KiwiRail also again failed to respond to an invitation from the Regional Transport Advisory Group (RTAG) to join their meeting on 4 March 2020. Though it is appreciated that KiwiRail is in a phase of rebuilding their capacity following years of 'managed decline', the lack of response is disappointing. Efforts will continue to be made to engage with the organisation at both RTAG and RTC levels.

Letter from new Committee Chair to NZ Transport Agency

11. Attached for reference is a copy of correspondence sent to the NZ Transport Agency from the Committee's Chair Matthew McDonald, dated 17 February 2020.

State Highway 43 (Forgotten Highway) Improvements

12. The Committee's September 2019 meeting was advised of the release of the detailed business case considering improvements to State Highway 43 (SH43), which recommended a programme of works to improve access, safety, and resilience along the route. The Committee was advised that Provincial Growth Fund (PGF) support was being sought to complete the sealing of SH43.
13. Two announcements have since been made providing significant Government funding for improvements to SH43:

- On 2 December 2019, Regional Economic Development Minister Shane Jones announced PGF investment of \$9.6M to seal the final 12km unsealed section of the highway through the Tangarakau Gorge.
 - On 28 February 2020, Minister Jones announced the allocation of a further \$13.4M for other safety and resilience improvements, as part of the New Zealand Upgrade Programme.
14. A project update was provided on 26 May 2020 and is available at – <https://www.nzta.govt.nz/projects/sh43-forgotten-world-highway/>
15. The welcome news of \$23M being spent to seal and improve SH43 is the result of many years of advocacy by the region and Stratford District Council.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

19. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

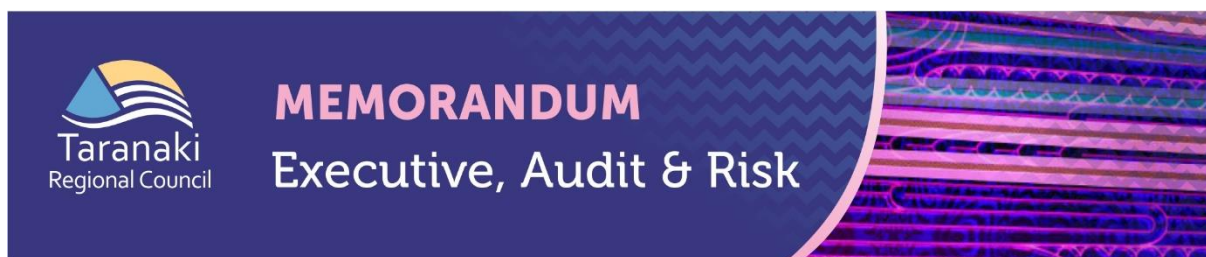
Document 2423567: Submission on the Land Transport (NZTA) Legislation Amendment Bill – Copy of Agenda Memo to Exec

Document 2421772: Submission on the Land Transport (NZTA) Legislation Amendment Bill

Document 2429298: Transport SIG submission on the Land Transport (Rail) Legislation Amendment Bill

Document 2426161: Invitation to KiwiRail from new Taranaki RTC Chair

Document 2428167: Letter from new RTC Chair to NZTA re Taranaki RTC and SH3 Working Party



Date 17 February 2020

Subject: **Submission on the Land Transport (NZTA) Legislation Amendment Bill**

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

Document: 2423567

Purpose

1. The purpose of this memorandum is to introduce a submission made on the *Land Transport (NZTA) Legislation Amendment Bill* (the NZTA Bill), and to recommend that it be endorsed by the Council.

Executive summary

2. Submissions on the NZTA Bill were called for in mid-December 2019. A submission was therefore prepared by Officers and sent to meet the 7 February deadline, noting that it will be considered by the Committee at this meeting and that any changes agreed at the meeting will be forwarded to the Transport and Infrastructure Select Committee. The submission notes the insufficient timeframe provided to enable the Bill to be properly assessed by local government.
3. The submission notes concerns with aspects of the NZTA Bill as currently drafted, particularly as they apply to introducing a new speed management review regime which has implications for the Council's Regional Transport Committee (RTC). Of specific concern, some clauses of the NZTA Bill appear to confer broad powers and responsibilities within the sector without sufficient detail being provided to enable the implications to be appropriately assessed.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum, Submission on the Land Transport (NZTA) Legislation Amendment Bill
- b) endorses the submission on the *Land Transport (NZTA) Legislation Amendment Bill*.

Background

4. The NZTA Bill is largely a response to the review of the NZ Transport Agency's regulatory performance; and is an omnibus bill which would amend three Acts: the *Land Transport Management Act 2003*, the *Land Transport Act 1998*, and the *Railways Act 2005*.
5. The Bill seeks to strengthen the regulatory leadership of the NZ Transport Agency by setting up a new regulatory structure, establishing the position of Director of Land Transport, and centralising regulatory authority. To support the policy objective, the Bill also aims to strengthen Agency's role in relation to key regulatory interventions, including speed management and enforcement.
6. Further information is available at:
 - https://www.parliament.nz/en/pb/bills-and-laws/bills-proposed-laws/document/BILL_93295/land-transport-nzta-legislation-amendment-bill
 - <https://www.transport.govt.nz/legislation/bills/the-land-transport-nzta-legislation-amendment-bill/>

New speed limit setting regime

7. Some of the changes proposed in the NZTA Bill are to support the implementation of the Tackling Unsafe Speeds programme, which is one of 15 actions identified in the first Action Plan of the *Government's Road to Zero: Road Safety Strategy 2020-2030*. The Government intends to introduce a new speed limit setting regime, including the introduction of Regional Speed Management Plans and the removal of the current bylaw-making process. Implementation will require a substantial amendment to the *Land Transport Rule: Setting of Speed Limits* and a review of the Speed Management Guide.
8. While it is considered that some of the measures in the NZTA Bill will be greatly beneficial, the Bill appears to implement some components of the necessary changes in a piecemeal way. It is not clear whether the remaining changes will be made through further legislation or can be made through subordinate legislation (such as rules). This made it difficult to assess the implications of some of the proposals in the Bill, as they cannot be considered in their full context.
9. The Council is concerned by the fact that the Ministry's own Regulatory Impact Statement for Tackling Unsafe Speeds makes no mention, or assessment, of the resourcing impact on regional councils of its proposed move to a new 'regional approach' to speed management. It seems unaware that it is regional councils that convene and operate the RTCs that the Ministry proposes will create and consult on Regional Speed Management Plans. Both this lack of acknowledgement of additional responsibility, and the lack of detail around such regional plans is concerning – particularly given the pressures already on RTCs during 2020-2021 as they develop their 2021 Regional Land Transport Plans.

Key submission points

10. Given time pressures, the submission focused on requesting change to areas of concern, rather than also offering support for other provisions. Council submitted specifically against:

- The functions of RTCs being expanded, without any additional functions actually being proposed, nor resourcing implications being considered.
- A broad provision giving the Minister of Transport the power to require the NZ Transport Agency to establish committees, but not limiting this to any particular purpose or detailing what powers or functions might be delegated.
- Giving the Minister the power to *require* road controlling authorities (RCAs) to set specific speed limits over their roads.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

14. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 2421772: Submission on the Land Transport (NZTA) Legislation Amendment Bill.

7 February 2020
Document: 2421772

Transport and Infrastructure Select Committee
Select Committee Services
Parliament Buildings
Wellington 6160

Via email to ti@parliament.govt.nz

Dear Chair

Submission on the Land Transport (NZTA) Legislation Amendment Bill

Introduction

The Taranaki Regional Council (the Council) thanks the Committee for the opportunity to make a submission on the *Land Transport (NZTA) Legislation Amendment Bill* (the Bill).

The Council makes this submission in recognition of the purpose of local government set out in the *Local Government Act 2002*, and the role, status, powers and principles under that Act relating to local authorities. In particular, the Council's comments are made in recognition of its:

- functions and responsibilities under the *Land Transport Management Act 2003 (LTMA)*;
- and its regional advocacy responsibilities whereby the Council represents the Taranaki region on matters of regional significance or concern.

The Council has also been guided by its Mission Statement '*To work for a thriving and prosperous Taranaki*' across all of its various functions, roles and responsibilities, in making this submission.

The Council works with territorial authorities and other stakeholders in Taranaki to enable a resilient and safe, multi-modal transport system. The Council also convenes the Taranaki Regional Transport Committee (RTC), which is responsible for developing the Taranaki Regional Land Transport Plan (RLTP) under the *LTMA*.

Preliminary matters and general comments

Submissions on this Bill were called for at the end of December 2019. Due to this timing, it has not been possible for the Taranaki RTC to convene to prepare a submission. The Taranaki Regional Council next meets on the 25 February 2020. The Council will advise the Select Committee of any changes to the submission after this meeting. Noting also the number of other transport-related government policy documents released in December 2019,

it has also been difficult for the territorial authorities in Taranaki to consider the implications of this Bill and prepare their own submission in the time allowed. The Council draws the Committee's attention to this significant issue, as some of the proposals in the Bill will impact on local government functions.

Second, the Bill is intended to support the implementation of the new National Road Safety Strategy 2020-2030, *Road to Zero*. This strategy was released at the end of December 2019 and many local government authorities have not yet had an opportunity to consider the new direction outlined in the strategy and the changes that local government will need to make.

The Council supports the intent of *Road to Zero*, which is to significantly reduce deaths and serious injuries on our roads. The Council considers some of the measures in the Bill will be greatly beneficial to achieving the significant reduction in deaths and serious injuries on our roads that is needed. However, the Bill appears to implement some components of *Road to Zero* in a piecemeal way. It is not clear whether the remaining changes will be made through further legislation or can be made through subordinate legislation (such as through rules). This has made it difficult to assess the implications of and express support for some of the proposals in the Bill, as they cannot be considered in their full context.

Specific submission points

The Taranaki Regional Council wishes to specifically submit on the following matters:

1. Remove expansion of functions of RTCs

Clause 12 of the Bill proposes the following new function for RTCs be added as Section 106(3), *Each regional transport committee (including the regional transport committee for Auckland) must also carry out any functions conferred on a regional transport committee under any other provision in this Act or any other land transport Act.*

It is not clear what additional functions are contemplated as none are outlined in the Bill. It is also not clear if imposing these additional functions would require further legislative change or could be introduced by way of subordinate legislation (for example, through rules).

Taranaki Regional Council considers there is no need for this clause, given no additional functions have been proposed. Rather, should additional functions be proposed in the future through new legislation, an appropriate consequential amendment could be considered at that time. This would then give local government the opportunity to consider whether it supported the proposed change in function based on the specific details of the proposed new function, as well as considering the impact on resourcing.

Recommendation – Remove Clause 12.

2. Remove new power to establish committees

Clause 104 of the Bill amends the *Land Transport Act 1998* to enable the Minister to require the Agency to establish a committee and specify the purpose, functions, duties and powers of the committee, and who can appoint members.

Taranaki Regional Council understands that this provision is likely intended to enable the NZ Transport Agency to establish an independent committee to review a National Speed Management Plan.

However, in practice, this broad power to establish committees is not limited to this particular purpose. As such, it is not clear which of the NZ Transport Agency's powers and functions might ultimately be delegated under this provision to a committee.

In the absence of further information about how this provision might be used, and an opportunity to consider the implications, the Council cannot support such a broad provision.

Ideally, local roads and state highways should be included in the same Speed Management Plan to ensure changes across the network are considered holistically. This, for example, prevents a scenario where speed is lowered on a higher quality state highway but not on alternative routes comprising local roads of a lower quality.

Recommendation – Remove Clause 104.

3. Remove new power to require RCAs to set specific speed limits

Section 157 of the *Land Transport Act 1998* allows the Minister of Transport to make rules to “empower” Road Controlling Authorities (RCAs) to set speed limits for roads within their jurisdiction. Clause 101 of the Bill amends section 157 to change this to “empower or require”. This appears to have the effect of allowing the Minister to set the speed limit for any local road, which is too broad a power.

As noted above, Taranaki Regional Council considers changes to the speed limit setting process should not be made in a piecemeal or isolated way. The current bylaw process includes a significant consultation component which is carried out by RCAs. A number of challenges have arisen with this process and RCAs have expressed the need for the speed limit setting process to be improved. However, it is not clear how the new ability for the Minister to require councils to set a certain speed limit interfaces with this requirement.

The Council understands that the Government intends to introduce a new speed limit setting regime, including the introduction of Regional Speed Management Plans and the removal of the current bylaw-making process. The Council cannot support introducing this provision in isolation from understanding how the other changes that are also needed to implement a new speed limit setting regime will be made. These changes need to be considered and submitted on as a whole.

Further, the local knowledge of an RCA is crucial when identifying the safe and appropriate speed for a particular road. While the NZ Transport Agency currently uses the MegaMaps tool to identify safe and appropriate speed limits, RCAs consider that MegaMaps is a helpful starting point, but further analysis is required before the safe and appropriate speed limit for a particular road can be determined.

Recommendation – That Clause 101 of the Bill is not progressed in isolation from the broader changes required to implement a new speed limit setting regime.

Clarity sought on role of Regional Transport Committees

The Council is concerned by the fact that the Ministry's own *Regulatory Impact Statement for Tackling Unsafe Speeds* makes no mention, or assessment, of the resourcing impact on regional councils of its proposed move to a new 'regional approach' to speed management. It seems unaware that it is regional councils that convene and operate the RTCs that the Ministry proposes will create and consult on Regional Speed Management Plans. Both this lack of acknowledgement of additional responsibility, and the lack of detail around such regional plans is concerning – particularly given the pressures already on RTCs during 2020-2021 as they develop their Regional Land Transport Plans.

Further information and hearings

Should Parliament's Transport and Infrastructure Select Committee require clarification on any points in this submission or additional information please contact Fiona Ritson, Policy Analyst, via Fiona.Ritson@trc.govt.nz or 06 765 7127 in the first instance.

The Taranaki Regional Council does **not** wish to be heard at the Transport and Infrastructure Select Committee hearings for the *Land Transport (NZTA) Legislation Amendment Bill*.

Yours faithfully
BG Chamberlain
Chief Executive



per: M J Nield
Director Corporate Services

5 February 2020

Committee Secretariat
Transport and Infrastructure Select Committee
Select Committee Services
Parliament Buildings
Wellington 6160

E-mail ti@parliament.govt.nz

Dear Sir/Madam

TRANSPORT SPECIAL INTEREST GROUP SUBMISSION ON THE LAND TRANSPORT (RAIL) LEGISLATION BILL

Thank you for the opportunity to provide a submission on the Land Transport (Rail) Legislation Bill currently before Parliament's Transport and Infrastructure Select Committee.

Please find attached the Local Government New Zealand Regional Sector Transport Special Interest Group (TSIG) submission.

If you have any questions regarding this submission, please contact Bill McMaster on bill.mcmaster@waikatoregion.govt.nz.

Regards



Greg Campbell
Chief Executive Officer Greater Wellington Regional Council
TSIG Sponsor

Date: 5 February 2020

A submission by: The **Transport Special Interest Group** of the Regional Sector of Local Government New Zealand

On: **The Land Transport (Rail) Legislation Bill**

Contact Address: c/- Greg Campbell, Chief Executive Officer, Greater Wellington Regional Council and sponsor of the Transport Special Interest Group, PO Box 11646, Wellington 6142

Telephone number: 04 384 5708

Email address: greg.campbell@gw.govt.nz

Who we are?

The Transport Special Interest Group (TSIG) is an officer group established under the Regional Sector of Local Government New Zealand. All regional councils, unitary authorities and Auckland Transport are represented on TSIG. Our organisations are responsible for regional transport planning, identifying regional transport investment priorities, and provision of public transport services. We also provide the broad framework for land use and resource management within regions through Regional Policy Statements and have a high interest in ensuring integrated land use and transport outcomes. The primary role of the TSIG group is to collaborate and advocate on regional transport matters.

Summary of key points

1. TSIG **supports** the objective of the Bill to implement a new planning and funding framework for the heavy rail network owned by KiwiRail. This framework will bring the planning and funding of the national rail network under the planning and funding regime set by the Land Transport Management Act 2003 (LTMA) alongside the rest of the land transport system including the road and public transport networks. This will provide greater certainty for investment in rail and will improve the integration of rail within the wider land transport system.
2. TSIG **supports** the development of a rail network investment programme (RNIP) by KiwiRail.
3. TSIG **seeks** clarity on funding sources for rail infrastructure activities. TSIG **is concerned** that there will be a shortfall of funding for rail infrastructure activities and the potential for reduced funding for other transport activities from the National Land Transport Fund (NLTF).
4. TSIG **supports** track user charges being deemed revenue in the NLTF but **seeks** greater transparency of how track charges will be set to ensure that it is fair and does not create financial risk for local authorities.
5. TSIG **does not support** the 'partial integration' model (Option 3) and **submits** that the 'full integration' model (Option 4), as outlined in the Regulatory Impact Analysis, be adopted. Rail projects should flow through the regional land transport planning process and be prioritised alongside other transport activities prior to being included in the National Land Transport Programme (NLTP).

6. TSIG **seeks** that KiwiRail must consult on the RNIP with regional transport committees (RTCs) prior to it going to the Minister.
7. TSIG **supports** KiwiRail being a member of the Auckland and Wellington RTCs and notes that other RTCs may seek at an early stage to be a named RTC with KiwiRail representation and significant rail infrastructure activities included in their Regional Land Transport Plans (RLTPs).
8. TSIG **submits** the assessment criteria developed by Waka Kotahi NZ Transport Agency (Transport Agency) for rail infrastructure projects must be consistent with assessment criteria that the Transport Agency uses for other transport activity classes.

Further detail is provided below, to expand on the key points of our submission.

Rail Network Improvement Programme

9. Clause 11 inserts a new Section 22A into the LTMA, which requires KiwiRail to prepare a RNIP for the following 3 years, setting out KiwiRail's recommendations for the rail activities to be provided by KiwiRail and then funded, or partially funded, by the NLTF.
10. TSIG supports the development of the RNIP setting out all rail activities to be partially funded from the NLTF. Clause 11 of the Bill inserts a new Section 22A (4) into the LTMA, which states that KiwiRail must prepare the first RNIP by 1 July 2021. This coincides with the legislative date that the next NLTP must be released by. TSIG seeks that this date be brought forward to 1 October 2020 to enable suitable consideration of the RNIP within the regional land transport planning process.
11. TSIG is concerned that KiwiRail must prepare a RNIP without any requirement for it to consult with RTCs (except Auckland and Wellington) on rail network improvements in their region. RLTPs must be submitted to NZTA by RTCs by 30 April 2021. This makes it challenging to include the RNIP activities in the RLTP and difficult for RTCs to gain an understanding of what rail network infrastructure projects are proposed to be undertaken in their regions.
12. TSIG submits that the 3-year planning programme is too short and should be at least 10 years, updated every 3 years to align with the planning framework of RLTPs. Rail infrastructure is a long-term asset and planning on a 3-year cycle is not sufficient to meet the longer-term needs of a region or the nation.
13. Recommendations:
 - a. TSIG **supports** the requirement for KiwiRail to prepare a RNIP as this will provide direction to stakeholders on KiwiRail's national heavy rail investment programme.
 - b. TSIG **seeks** that the legislation be amended to require KiwiRail to undertake some form of early engagement/consultation on the RNIP with RTCs prior to it going to the Minister.
 - c. TSIG **submits** that Section 22 A (4) be amended to change the date for KiwiRail preparing the first RNIP from 1 July 2021 to 1 October 2020 to enable inclusion of the RNIP into RLTPs.
 - d. TSIG **submits** that the RNIP should cover a 10-year timeframe.

Rail Funding Sources

14. It is unclear how much investment from the NLTF will be directed to heavy rail activities in addition to funding sources from outside of the NLTF. Further clarity about the track user

charges process and the investment priorities and activity class bands in the 2021 Government Policy Statement on Land Transport (GPS), including how much supplementary Crown funding will be available for rail network improvements, is needed.

15. TSIG is concerned that a significant amount of NLTF funding will be required to upgrade rail network infrastructure, and that this will impact on the ability to fund other transport activities (including those needed to deliver key Government objectives such as improving road safety and implementing the Road to Zero strategy).
16. Recommendations
 - a. TSIG **submits** that sufficient Crown funding for rail infrastructure should be allocated in the GPS to enable rail investment activities to be undertaken without reducing funding for the other transport activity classes.

Track User Charges and Fees

17. In Part 2 of the Bill Clause 16 amends Section 168 of the Land Transport Act 1998 and relates to fees and charges for use of the rail network to become land transport revenue for the purposes of the LTMA. The Bill Explanatory Notes state that this is to ensure that track users can contribute to the costs of the rail network in a fair and transparent way.
18. Recommendations
 - a. TSIG **supports** track user charges and fees being deemed as land transport revenue into the NLTF provided:
 - i. Track user charges continue to be paid to KiwiRail via the terms of the existing Network Access Agreements
 - ii. Network Access Agreements are put in place for all operators using the network
 - iii. That the NLTF transparently records the track user charges passed on to KiwiRail under each existing and future network agreements (on behalf of each operator using the network)
 - b. TSIG **seeks** greater transparency of the track user charges process to minimise the risk to local authorities from unanticipated changes in track charges.

Partial Integration Model

19. TSIG notes, through the accompanying Regulatory Impact Analysis, that the Bill has adopted the 'partial integration' model (Option 3) in respect to rail funding. Under this option the Minister of Transport will hold decision-making rights over the programme of activities and funding approval for individual activities rather than the Transport Agency Board.
20. TSIG does not support the partial integration model (Option 3) as it will not deliver the speed of investment needed or improve co-ordination and transparency of decision making.
21. TSIG submits that the 'full integration' model (Option 4) should be adopted by Government. Under this option the rail network activities will be considered as part of the RLTP and NLTP decision-making process in the same way all other transport activities are funded out of the NLTF. This would allow RTCs to determine which rail activities they want to put forward and to prioritise these activities against other transport projects based on a whole-of-network approach.

22. TSIG supports the 'full integration' model as it ensures joint programmes of rail work (above track and below track infrastructure, and operation of services) are considered as a single package. It also retains the critical role of RLTPs as the primary documents guiding integrated land use and transport investment in a region. The proposed 'partial integration' model on the other hand is likely to delay future metro and interregional passenger rail services due to the need to seek decisions from different decision makers (i.e. the Minister on 'below track' activities and the Transport Agency Board for 'above track' infrastructure and operation of services).
23. TSIG submits that KiwiRail should develop the RNIP and lodge this for inclusion in RLTPs in a similar way that the Transport Agency prepares and submits its Transport Agency Investment Proposal (TAIP). This would initially require KiwiRail to be made an Approved Organisation by Order in Council under section 23 of the LTMA.
24. TSIG is concerned that the current proposal (i.e. that the RNIP and list of rail activities is inserted in a RLTP in a similar manner to road policing activities) undermines the abilities of RTCs under the RLTP process to consider the best mix of transport activities to deliver on its transport objectives, outcomes and priorities.
25. Recommendation:
 - a. TSIG **seeks** that Government adopt the 'full integration' model (Option 4), as set out in the Regulatory Impact Statement, to ensure rail network activities flow through RLTPs and the NLTP.
 - e. TSIG **submits** that there should be one decisionmaker for funding decisions on rail network investment that is able to consider all aspects of rail investment including above track and below track projects.
 - b. TSIG **submits** that KiwiRail should submit the RNIP into RLTPs in a similar way to the Transport Agency's TAIP.
 - c. TSIG **submits** that KiwiRail should be made an Approved Organisation by Order in Council under Section 23 of the LTMA.

Regional Transport Committees

26. Clause 14 of the Bill inserts a new Section 105A into the LTMA relating to KiwiRail representation on RTCs. TSIG supports this new section, and in particular Sections 105A (1) (a) and (b), which allow for a KiwiRail representative to be on the Auckland and Wellington RTCs. TSIG also supports Section 105A (5) which relates to the Minister, by notice in the Gazette, being able to name other RTCs to which the 105A requirements relate to. TSIG notes that several other regions envisage that at an early stage they should be a named RTC due to the strong role that passenger and freight rail plays in their regions.
27. Recommendation
 - a. TSIG **supports** new Section 105A and notes that in addition to Auckland and Wellington RTCs, several other RTCs may seek to be a named RTC under provisions of Sec 105A (5).

Take into Account any Regional Land Transport Plan

28. Clause 11 inserts a new Section 22F (b) (i) into the LTMA which requires the Transport Agency to give advice to the Minister on whether a rail activity 'takes into account' any RLTP. TSIG

supports this clause as a way of ensuring the views of RTCs are taken into consideration the RNIP.

29. Recommendation:

- a. TSIG **supports** new Section 22F (B) (i) being inserted into the LTMA.

Assessment Method

30. Clause 11 inserts a new Section 22F (d) into the LTMA where the Transport Agency must advise the Minister on whether the rail activity is efficient and effective and whether it contributes to the purpose of the LTMA and is consistent with the GPS.

31. Under Section 22F (3) the Transport Agency must develop assessment methods to use when giving advice on whether the activity is efficient and effective, and consistent with the GPS. TSIG seeks that the assessment methods used by the Transport Agency to assess rail infrastructure activities should be consistent with the existing assessment criteria the Agency uses for assessing other transport activities.

32. Recommendation:

- a. TSIG **submits** that the assessment methods for rail activities must be consistent with the assessment methods used by the Agency when evaluating other transport activities being put forward for inclusion into the NLTP. This will ensure a more consistent and mode-neutral approach is taken to transport funding for rail activities.

Thank you again for the opportunity for TSIG to provide a submission on the Land Transport (Rail) Legislation Bill.

In addition to this submission, TSIG supports the more detailed joint submission from Greater Wellington Regional Council (GWRC) and Auckland Transport (AT) on this Bill. Both GWRC and AT are members of TSIG and the TSIG submission is consistent, at a broad level, with the submission made by these two organisations.

The Transport SIG **does not wish to appear and be heard** at the Select Committee hearings for the Land Transport (Rail) Legislation Bill.

13 February 2020
Document: 2426161

Greg Miller
Chief Executive
KiwiRail

Via email to greg.miller@kiwirail.co.nz

Dear Greg

Taranaki Regional Transport Committee

I write to introduce myself as the new Chair of the Taranaki Regional Transport Committee (RTC), and invite you to join our next meeting.

Taranaki's RTC has long been a strong advocate for maintaining and improving the rail network, both regionally and nationally, and welcome the Government's moves to ensure that KiwiRail is properly resourced into the future. The RTC has been concerned for many years about the 'managed decline' of rail infrastructure around the country. We are therefore very supportive of moving rail into a new planning and funding framework, which will provide greater financial certainty for KiwiRail to enable it to provide a strong resilient network. Integration of the rail network into the LTMA/NLTF framework will help to improve integration between modes, and ensure investments in road and rail infrastructure are on a more mode-neutral basis.

The RTC's first meeting of this triennium is Wednesday 25 March 2020 from 11am, and I would welcome you to join us to update the Committee on the exciting developments happening in rail currently, including:

- An overview of changes happening within KiwiRail and the Future of Rail project.
- Progress with (PGF funded) log train investigations given the increasing harvesting in the region.
- Update on traffic levels and thinking on the future of the Marton to New Plymouth Line (MNPL)
- We particularly seek an update on the status and thinking on the future of our eastern line, the Stratford to Okahukura Line (SOL) – noting: the 30 year lease to the Forgotten World Adventures tourism venture; your suggestion of the line being reopened all the way to Taumarunui for national resilience; and talk of it being reopened on a timeshare basis for a log train from the Te Wera forestry block.

Improving liaison between the RTC and KiwiRail is increasingly important on a number of fronts, and I look forward to working with you to this end.

Please feel free to contact me directly on 027 481 4648 or Matthew.McDonald@trc.govt.nz, or the RTC's main policy advisor, Fiona Ritson via Fiona.Ritson@trc.govt.nz.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Matthew McDonald', with a stylized flourish at the end.

Cr Matthew McDonald
Chair Regional Transport Committee
Taranaki Regional Council

17 February 2020
Document: 2428167

Ross I'Anson
Manager System Management - Palmerston North
New Zealand Transport Agency
PO Box 1947
Palmerston North 4440

Via email to Ross.I'anson@nzta.govt.nz

Dear Ross

Taranaki RTC and SH3 Working Party

I write in my capacity as the new Chair of the Taranaki Regional Transport Committee (RTC), to outline my agenda for the next three years – specifically as it relates to improving our relationship with the NZ Transport Agency (NZTA).

As you know, I was Deputy Chair of the RTC for the last triennium, so have been very involved in the RTC, SH (State Highway) 3 Working Party and associated projects during that time. My observation of the last three years is that there is considerable room for improvement in our interactions with NZTA, and I will be placing focus on this for 2020. I want to work with you closely on this goal.

In particular, I seek your help to:

- Improve the timeliness and level of information about SH projects provided to both the RTAG and RTC. Rather than yourself or the incoming DRR providing fairly generic high-level overviews, I would like to see the actual project manager of a specific project providing a presentation update to the RTC. We need more clarity on where projects are at, and why some projects seem to disappear from our view for very long periods – for example, the SH43 Improvement Project, Waitara to Bell Block, SH3 New Plymouth to Hawera corridor, and the SH44 Moturoa Intersection.
- Properly maintain NZTA's 'Taranaki Region' web page (<https://nzta.govt.nz/roads-and-rail/management-and-maintenance/highway-maintenance/taranaki-region#contact-us>), which was last updated in November 2017. I appreciate the intent of this page, and if it was appropriately maintained with links to separate project pages, it would be a useful resource for the RTC and RTAG in particular. Increasing the scope of the webpage to include links to non-highway workstreams such as Arataki, Accessible Streets and the NLTP would be beneficial. It can be challenging to keep up-to-date on all of the key workstreams coming at us.

- Improve communication as to the relevant Agency staff for the region and their responsibilities – including those staff that are not necessarily ‘assigned’ to the region but are responsible for a project of significance to Taranaki. Preferably, it would be good to have them attend at least one RTC meeting so that we could meet them and learn more about their individual role.
- Identify a *State Highway Projects* rep to join RTAG for at least the duration of RLTP development (through to April 2021). This person will be *the* highways liaison point for TRC staff as they develop the RLTP.
- Implement the decision of the SH3WP to create a Sub-Group that will appropriately maintain, and report on the implementation, of the *SH3WP Improvements Sought Listing*.
- Improve public awareness of the good news stories, such as the northern SH3 Corridor Improvements between the two tunnels, which I do not believe are getting the attention they deserve.

Ross, I really appreciate your efforts in both of the NZTA roles that I have seen you in, and likewise appreciate that you have had organisational constraints placed on you by frequent changes and capacity issues within the Agency. I seek to support you as we work together to improve the relationship between the Council and the Agency.

Please feel free to contact me on 027 481 4648 or Matthew.McDonald@trc.govt.nz at any time. I look forward to continuing to work with you for the benefit of the Taranaki region.

Yours faithfully
BG Chamberlain
Chief Executive



per: Cr Matthew McDonald
Chair Regional Transport Committee