



AGENDA

Regional Transport

Wednesday 25 March 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)
	Mayor P Nixon	(South Taranaki District Council)
	Councillor H Duynhoven	(New Plymouth District Council)
	Ms E Speight	(NZ Transport Agency)

Apologies

Notification of Late Items

Item	Page	Subject
Item 1	3	Confirmation of Minutes
Item 2	10	Key Functions and Terms of Reference for RTC and RTAG
Item 3	27	Regional Transport Overview and anticipated work programme
Item 4	39	Minutes of RTAG meetings
Item 5	60	Minutes of SH3WP meeting
Item 6	68	RLTP monitoring report for 2018/19
Item 7	96	Taranaki Trails Trust Presentation
Item 8	104	Regional road safety update
Item 9	108	MoT 2020 Roadshow
Item 10	113	NZTA Regional Report and State Highway Project Updates
Item 11	115	Developing RLTP 2021
Item 12	120	Public Transport Quarterly Operational Report
Item 13	130	Correspondence and Information Items
Item 14		General Business

Ministry of Transport Workshop from 1.30pm



Date 25 March 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 25 March 2020

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

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

Document: 2407858

Purpose

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

Executive summary

2. This item proposes 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 are very similar to the current documents, which have served their purpose well, with only minor changes made.
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 have been proposed 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 and endorses the Terms of Reference for the Regional Transport Committee for Taranaki, subject to any comments received
- c) receives and endorses the Terms of Reference for the Regional Transport Advisory Group for Taranaki, subject to any comments received
- 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)*).

Draft Terms of Reference

14. Additional responsibilities have been outlined in the attached draft Terms of Reference for the Regional Transport Committee. This is very similar to the current document, which has served its purpose well, with only minor wording changes.
15. Members are requested to review this draft Terms of Reference and be prepared to discuss the content. Subject to any amendments raised at the meeting, Members will be requested to endorse the Terms of Reference. This will 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. With the reconstitution of the RTC it is viewed that it is also appropriate to review the Terms of Reference for the RTAG.
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.

Draft Terms of Reference for Taranaki RTAG

21. A draft Terms of Reference for the RTAG has been developed and is attached for Members' information, comments and endorsement. It is very similar to the current document which has served its purpose well, with only minor changes to clarify voting rights and better encompass the transport system more broadly. The recommended amendments have been tracked for ease of reference for the Committee.

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 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

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 ~~in~~ 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 ~~a~~ significance policies ~~y~~ 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 ~~land~~ 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.](#)
- ~~6/7)~~ [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 – ~~Planning and Investment group~~ [Transport Services Group](#)
- ~~New Zealand Transport Agency – Highways and Network Operations 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 [a staff member 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 [alternative representative/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 [notes/minutes](#) may include a list of actions agreed to by participants.

[Minutes will be presented to each Regional Transport Committee meeting following for information.](#)

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.

DRAFT



Date 25 March 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 Plan 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
 - 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 I'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
 - Project updates by relevant project managers 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 Roadsafes 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.
 - 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 Road Transport Association, 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. Roadsafes Taranaki 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, Roadsafes Taranaki prepares and submits a 3-yearly Roadsafes Taranaki Strategic Plan, which forms part of the RLTP.
<http://www.roadsafetaranaki.nz/>

Transport Special Interest Group (TSIG)

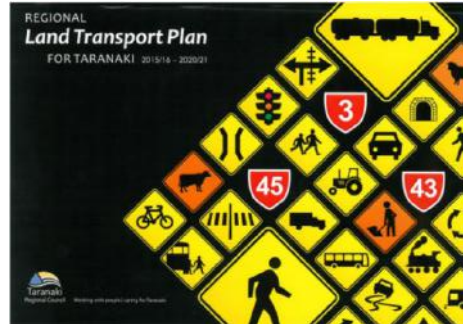
23. This is an officer group established under the Regional Sector of LGNZ. All regional councils, unitary authorities and Auckland Transport are represented on TSIG - being the organisations that are responsible for regional transport planning, identifying regional transport investment priorities (and 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/>

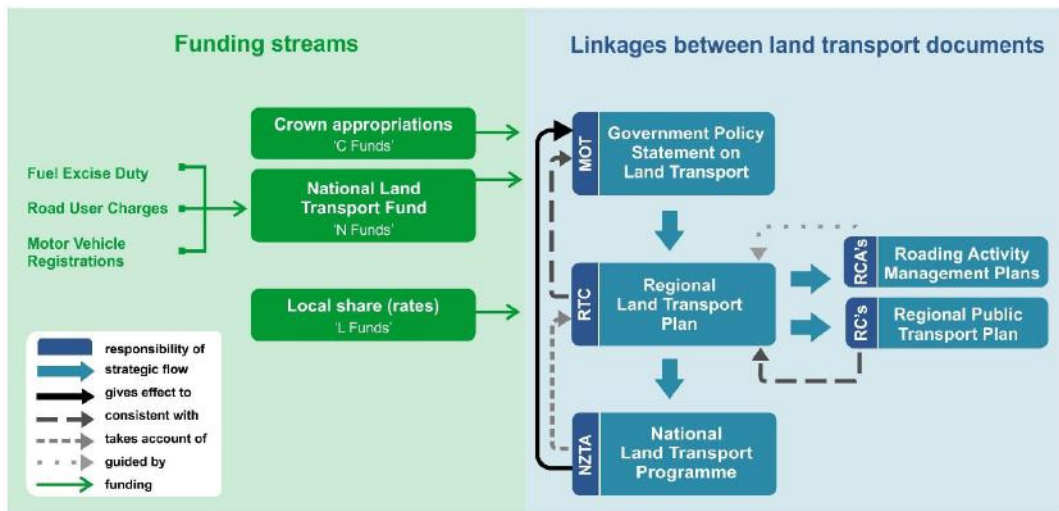
Core transport planning documents and anticipated work programme

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 *GPS 2021* is currently being drafted by the Ministry of Transport for formal engagement in March/April 2020, 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*

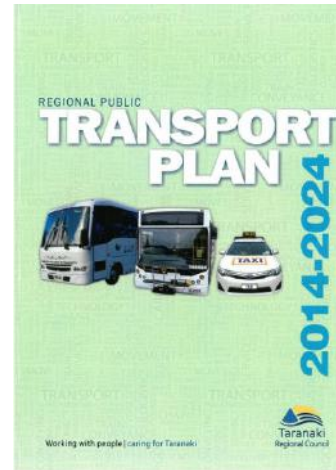
Public Transport

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.

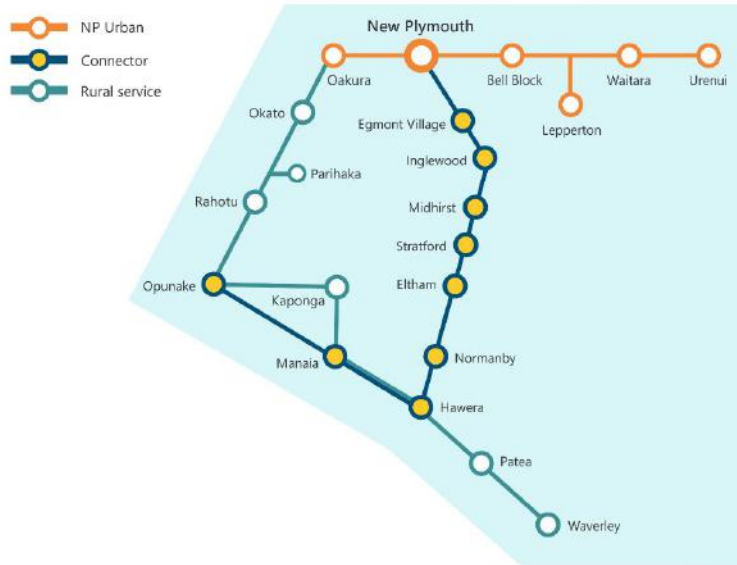


46. The RPTP is being reviewed currently. A discussion document was circulated to key stakeholders in the last quarter of 2019. The feedback received on the discussion document is informing current preparation of a draft RPTP for public consultation. If necessary, a hearing of submissions will be held 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 Ōpūkeke
- WITT and TDHB funding partners

Southlink covering south and coastal Taranaki

- Waverley to Hāwera – Tuesday and Thursday
- Ōpūkeke to Hāwera – Friday
- Ōpūkeke 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 2449806: 2020 Calendar for Regional Transport as at 28 Feb 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	
February	3	4	5	6 Waitangi Day	7	8	9	0
	10	11	12	13 RSAP STDC	14	15	16	1
	17 TRC Exec.	18	19	20 TSIG Wghn	21 TSIG Wghn	22	23	2
	24	25 TRC Ord.	26	27	28	29	1	3
March	2	3	4 RTAG 10:00am	5	6	7	8	4
	9 Taranaki Anniv. Day	10	11	12	13	14	15	5
	16	17	18	19	20	21	22	6
	23	24	25 RTC 11:00am	26	27	28	29	7
	30 TRC Exec.	31	1	2	3 RCAF Wghn	4	5	8
April	6	7 TRC Ord.	8	9	10 Good Friday	11	12	9
	13 Easter Monday	14	15	16	17	18	19	10
	20	21	22	23	24	25	26	
	27 Anzac Day	28	29	30	1 SH3WP Mokuau	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 RTAG 10:00am	21 TSIG Wghn	22 TSIG Wghn	23	24	4
	25	26	27	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	2	3	4	5	10
July	6	7	8	9	10	11	12	
	13	14	15	16	17	18	19	1
	20	21	22	23	24	25	26	2
	27	28	29	30	31	1	2	3
August	3 TRC Exec.	4	5	6	7 RCAF Wghn	8	9	4
	10	11 TRC Ord.	12 RTAG 10:00am	13 RSAP SDC	14	15	16	5
	17	18	19	20 TSIG Wghn	21 TSIG Wghn	22	23	6
	24	25	26	27	28	29	30	7
	31	1	2	3	4	5	6	8
September	7	8	9 RTC 11:00am	10	11	12	13	9
	14 TRC Exec.	15	16	17	18	19	20	10
	21	22 TRC Ord.	23 RTAG 10:00am	24	25	26	27	
	28	29	30	1	2	3	4	
October	5	6	7	8	9	10	11	1
	12	13	14	15	16	17	18	2
	19 TRC Exec.	20	21 RTAG 10:00am	22	23	24	25	3
	26 Labour Day	27	28	29	30	31	1	4
November	2	3 TRC Ord.	4	5	6 SH3WP Mokuau	7	8	5
	9	10	11 RTAG 10:00am	12 RSAP STDC	13	14	15	6
	16	17	18	19 TSIG Waikato	20 TSIG Waik (RCAF)	21	22	7
	23	24	25	26	27	28	29	8
	30	1	2 RTC 11:00am	3	4	5	6	9
December	7 TRC Exec.	8	9	10	11	12	13	10
	14	15 TRC Ord.	16	17	18	19	20	
	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 25 March 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 unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 4 March 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

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 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 Easttown (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 Nukumaru 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. • Roothing bylaw approved. 	<p>FR</p>

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 Roding 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 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. Rooding 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
	<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
	<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. 	
	<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. 	FR

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>Ahitihi 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 Ahitihi. It is not possible to build the site at Ahitihi 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 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 Special Interest Group
VDAM	Vehicle Dimensions & Mass
WAC	Walking Access Commission
WWTP	Waste Water Treatment Plant



Date 25 March 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 meeting on Friday 1 May 2020 has been postponed due to a conflicting event and will be rescheduled in due course.
- c) notes the second meeting of the State Highway 3 Working Party for 2020 will be held on 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



Date: 25 March 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

Table of contents

1	Introduction.....	3
1.1	Statutory framework.....	3
1.2	Monitoring Requirements.....	4
1.3	Sources of information.....	4
2	Changes to the Plan.....	5
2.1	Minor amendments.....	5
2.2	Formal variations.....	5
3	Progress towards strategic objectives.....	6
4	Progress on delivering planned activities.....	10
4.1	New Plymouth District Council.....	10
4.2	Stratford District Council.....	10
4.3	South Taranaki District Council.....	12
4.4	NZ Transport Agency System Design & Delivery (SD&D) ..	14
4.5	Taranaki Regional Council – Regional Transport Planning..	16
4.6	Taranaki Regional Council – Public Transport.....	17
5	Expenditure.....	20
6	Summary.....	21
	Appendix A — Outline of progress on regionally significant activities.....	22
	Appendix B — Total RLTP Expenditure in Taranaki by Activity Class for 2018/19.....	24

List of tables

Table 1: Summary of Taranaki’s land transport issues, objectives and policies (per the revised RLTP 2015-21).....	8
Table 2: Southlink services patronage 2018/19.....	17
Table 3: Regional bus service performance measured by patronage.....	18
Table 4: Public transport services Commerciality Ratio league table for 2018/19 and 2017/18.....	18

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.	<p>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.</p> <p>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.</p> <p>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.</p>
2) An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.	<p>All maintenance and improvements works throughout 2018/19 sought in some way to achieve this.</p> <p>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.</p>
3) A safe transport network increasingly free of death and serious injury.	<p>This objective was a focus of many of the activities within the Plan, including the Waitara to Bell Block Route Improvements</p>

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.	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. 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.
5) A land transport system that is robust, responsive to changing needs and resilient to external influences.	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.
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.	throughout the year as detailed in Section 4.6. 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.
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.	Optimising funding is a key aspect of the LED Streetlight conversion projects. 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. 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).

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.
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.	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.
			G1	<ul style="list-style-type: none"> Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.
3	Reducing the safety risk on Taranaki's transport network	A safe transport network increasingly free of death and serious injury.	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.
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.	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.
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.	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.
6	Reducing negative environmental and community impacts arising from transport	An energy efficient and environmentally sustainable land transport system.	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.
7			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).
			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

DRAFT

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 Roadsafes 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 Mania.

- 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.

Appendix A — Outline of progress on regionally significant activities

Project	Org.	Phase(s), funding sources & expected timeframes	Regional Priority	Link to policies ¹	Outline of progress during 2018/19 financial year
Waitara to Bell Block Route Improvements: SH3/3A to Waitara Investigate and implement the preferred safety improvements as identified in the Programme BC for this section of SH3	NZTA	<ul style="list-style-type: none"> Pre-implementation & Implementation N Funds 	1	S1-S3 A1-A3	Detailed Business Case submitted and funding approved for sections of the overall project. Detailed design to be completed in 2019/20, with major construction aspects expected to begin in 2020/21.
Waitara to Bell Block Route Improvements: Bell Block to SH3/3A Investigate and implement the preferred safety improvements as identified in the Programme BC for this section of SH3	NZTA	<ul style="list-style-type: none"> State Highway Improvements AC 	1	S1-S3 A1-A3	
SH3 Waitara to Bell Block Safer Corridor This project seeks to reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA	<ul style="list-style-type: none"> Detailed BC, Pre-implementation & Implementation N Funds State Highway Improvements AC 	1	S1-S3 A1-A3	
Corbett Road/SH3 I/S Improvements To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA		1	S1-S3 A1-A3	
SH3/Princess Street Intersection Improvements To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA		1	S1-S3 A1-A3	
Mangati Road/SH3 Intersection Improvements To reduce the severity and frequency of crashes to reduce deaths and serious injury.	NZTA		1	S1-S3 A1-A3	
Airport Drive Improvements Realign Airport Drive and establish a new improved intersection with SH3. Thereby addressing a significant safety issue, unlocking residential growth opportunities in a high growth district and providing a better connection to the airport for tourism and economic growth.	NPDC	<ul style="list-style-type: none"> Detailed BC & Construction N & L Funds Local Road Improvements AC 	1	G1-G3 S1-S3 R2	No update received
SH3/3A Hawera to New Plymouth Corridor Improvements This corridor was identified as priority for investment and identified as a priority corridor for the Safe Roads team.	NZTA	<ul style="list-style-type: none"> Pre-implementation, Implementation & Property N Funds State Highway Improvements AC 	2	S1-S3 A1-A3	Community engagement events were held in late 2018. A summary of public feedback and options for improving the route was released in April 2019. The BC is due for completion / submission mid-late 2019.
Keeping New Plymouth Moving and Growing Further exploring identified problems, including modelling NP's transportation network to understand the issues faced today and those that will be exacerbated with growth.	NPDC	<ul style="list-style-type: none"> Programme BC N & L Funds Investment Management AC 	3	I1-I2 S1-S2 A1-A3 R1-R2 F1-F2	No update received
LED Streetlight Conversion To convert the existing SOX/SON streetlight stock to LED streetlights, thereby reducing maintenance and renewal costs, including power charges.	NPDC	<ul style="list-style-type: none"> Construction N & L Funds Local Road Improvements AC 	4	E1 S3 A1	Close to 100% completed by end of June 2019.
SH3 Urenui to Uruti Safety Management This project seeks to reduce the severity and frequency of crashes to reduce deaths and serious injury.	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
SH3 Inglewood to Hawera Safer Corridor This project seeks to reduce the severity and frequency of crashes to reduce deaths and serious injury.	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
Committed projects substantially continued over from the previous 3 year period					
SH3 Awakino Gorge to Mt Messenger Corridor To provide improved safety, freight efficiency and resilience on SH3 between Mt Messenger and Awakino Gorge. The project is Crown appropriated under the ARRP.	NZTA	<ul style="list-style-type: none"> C Funds & N Funds Implementation 	NA	S1, S3, S4, F1, G1-G3 R1-R2	Corridor improvements continued throughout the 2018/19 year, including a range of safety measures. More extensive works started in March 2019, including a passing lane at Ladies Mile.
SH3 Mt Messenger Bypass Bypass of the existing winding road alignment at Mt Messenger on State Highway 3 between Hamilton and New part-funded by the Crown as part of the Governments Accelerated Regional Roading Programme, and part-funded by the NLTP.	NZTA	<ul style="list-style-type: none"> Pre-Implementation & Implementation C Funds State Highway Improvements AC 	NA	S1, S3, S4, F1, G1-G3 R1-R2	Resource consent hearings were held in August 2018. Consents were granted in late 2018, but appealed to Environment Court. Project implementation is delayed while the legal process is ongoing.
Nukumar Station Road Extension A new 6km road extension from Nukumar Station Road to Waiinu Beach Road, Waitotara, to provide resilient alternative access following severe flood damage to the Limeworks Bridge. Includes upgrading of rail level crossing.	STDC	<ul style="list-style-type: none"> L Funds & N Funds Local Road Improvements AC 	NA	S1-S4	Project delayed due to landowner concerns, which are being worked through.
Regional Consortium Interim Ticketing Solution Regional consortium of nine 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, with roll-out expected in the 2019/20 year.
Surfacing SH43 A streamlined Business Case to determine the feasibility for investing in the sealing of the remaining 12km of unsealed state highway through the Tangarakau Gorge.	NZTA	<ul style="list-style-type: none"> Single-Stage Business Case N Funds 	NA	G1, G3	Scope of BC was expanded to consider enhanced safety and resilience upgrades along entire SH43 corridor. BC was completed just after 2018/19 year. SDC to submit to PGF.
Projects included in the RLTP as a result of a Plan Variation					
Rail-crossing gates, Weymouth Rd, NP NPDC and KiwiRail to 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.
Taranaki State Highway LED lighting Stock of ageing streetlights 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 NZTA's National Office.
Coastal pathway extension to Waitara To enable the coastal pathway active mode network to be extended and link Waitara through to New Plymouth, safely away from SH3.	NPDC	<ul style="list-style-type: none"> 2018-2020 L Funds & N Funds 	NA	E1, F1	Was not successful in securing funding in the 2018 NLTP. No further update received.

¹ Refer to Table 1 for an explanation of the abbreviations used in this column for regional policies

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Appendix B — Total RLTP Expenditure in Taranaki by Activity Class for 2018/19

Activity Class	Total Expenditure	NPDC	SDC	STDC	TRC	NZTA	Total
Investment management	Actual in 2018/19 (Year 1) ¹	\$11,073	0	0	\$112,161	\$617,000	\$740,234
	Actual in 2019/20 (Year 2)	0	0	0	0	0	0
	Actual in 2020/21 (Year 3)	0	0	0	0	0	0
	Anticipated 3-year expenditure ²	0	0	0	\$553,121	\$2,195,500	\$2,748,621
	NZTA approved 3-year allocation ³	\$22,947	0	0	\$553,121	\$2,195,500	\$2,771,568
	Actual spent during 3-year Programme	\$11,073	0	0	\$112,161	\$617,000	\$740,234
	Percentage of approved allocation spent ⁴	48.3%	0%	0%	20.3%	28.1%	26.7%
Road safety promotion and demand management	Actual in 2018/19 (Year 1) ¹	\$11,057	0	\$680,072	-	0	\$691,129
	Actual in 2019/20 (Year 2)	0	0	0	-	0	0
	Actual in 2020/21 (Year 3)	0	0	0	-	0	0
	Anticipated 3-year expenditure ²	\$11,057	0	\$1,965,000	-	0	\$1,976,057
	NZTA approved 3-year allocation ³	\$11,057	0	\$1,965,000	-	0	\$1,976,057
	Actual spent during 3-year Programme	\$11,057	0	\$680,072	-	0	\$691,129
	Percentage of approved allocation spent ⁴	100%	0%	34.6%	-	0%	35.0%
Walking and cycling improvements	Actual in 2018/19 (Year 1) ¹	0	0	0	-	\$259,362	\$259,362
	Actual in 2019/20 (Year 2)	0	0	0	-	0	\$0
	Actual in 2020/21 (Year 3)	0	0	0	-	0	\$0
	Anticipated 3-year expenditure ²	\$226,520	0	0	-	\$2,265,200	\$2,491,720
	NZTA approved 3-year allocation ³	\$226,520	0	0	-	\$2,265,200	\$2,491,720
	Actual spent during 3-year Programme	0	0	0	-	\$259,362	\$259,362
	Percentage of approved allocation spent ⁴	0%	0%	0%	-	11.5%	10.4%
Public transport	Actual in 2018/19 (Year 1) ¹	-	-	-	\$2,615,900	-	\$2,615,900
	Actual in 2019/20 (Year 2)	-	-	-	0	-	\$2,773,201
	Actual in 2020/21 (Year 3)	-	-	-	0	-	\$0
	Anticipated 3-year expenditure ²	-	-	-	\$8,295,101	-	\$8,295,101
	NZTA approved 3-year allocation ³	-	-	-	\$8,305,182	-	\$8,305,182
	Actual spent during 3-year Programme	-	-	-	\$2,615,900	-	\$2,615,900
	Percentage of approved allocation spent ⁴	-	-	-	31.5%	-	31.5%
Local road maintenance ⁵	Actual in 2018/19 (Year 1) ¹	\$12,394,815	\$3,604,270	\$12,821,421	-	-	\$28,820,506
	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	\$41,253,000	\$16,843,160	\$40,791,571	-	-	\$98,887,731
	NZTA approved 3-year allocation ³	\$41,253,000	\$16,846,160	\$40,791,571	-	-	\$98,890,731
	Actual spent during 3-year Programme	\$12,394,815	\$3,604,270	\$12,821,421	-	-	\$28,820,506
	Percentage of approved allocation spent ⁴	30.1%	21.4%	31.4%	-	-	29.1%
Local road improvements ⁶	Actual in 2018/19 (Year 1) ¹	\$2,495,072	\$1,213,295	\$1,114,384	-	-	\$4,822,751
	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	\$9,370,242	\$2,745,451	\$7,199,773	-	-	\$19,315,466
	NZTA approved 3-year allocation ³	\$9,370,242	\$2,745,451	\$6,623,993	-	-	\$18,739,686
	Actual spent during 3-year Programme	\$2,495,072	\$1,213,295	\$1,114,384	-	-	\$4,822,751
	Percentage of approved allocation spent ⁴	26.6%	44.2%	16.8%	-	-	25.7%
State highway maintenance	Actual in 2018/19 (Year 1) ¹	-	-	-	-	\$17,608,491	\$17,608,491
	Actual in 2019/20 (Year 2)	-	-	-	-	0	0
	Actual in 2020/21 (Year 3)	-	-	-	-	0	0
	Anticipated 3-year expenditure ²	-	-	-	-	\$29,544,400	\$29,544,400
	NZTA approved 3-year allocation ³	-	-	-	-	\$59,479,300	\$59,479,300
	Actual spent during 3-year Programme	-	-	-	-	\$17,608,491	\$17,608,491
	Percentage of approved allocation spent ⁴	-	-	-	-	29.60%	29.60%
State highway improvements	Actual in 2018/19 (Year 1) ¹	-	-	-	-	\$9,285,854	\$9,285,854
	Actual in 2019/20 (Year 2)	-	-	-	-	0	0
	Actual in 2020/21 (Year 3)	-	-	-	-	0	0
	Anticipated 3-year expenditure ²	-	-	-	-	\$175,142,500	\$175,142,500
	NZTA approved 3-year allocation ³	-	-	-	-	\$13,507,200	\$13,507,200
	Actual spent during 3-year Programme	-	-	-	-	\$9,285,854	\$9,285,854
	Percentage of approved allocation spent ⁴	-	-	-	-	68.7%	68.7%
Regional improvements	Actual in 2018/19 (Year 1) ¹	-	-	-	-	\$19,363,195	\$19,363,195
	Actual in 2019/20 (Year 2)	-	-	-	-	0	0
	Actual in 2020/21 (Year 3)	-	-	-	-	0	0
	Anticipated 3-year expenditure ²	-	-	-	-	\$3,173,990	\$3,173,990
	NZTA approved 3-year allocation ³	-	-	-	-	\$29,544,400	\$29,544,400
	Actual spent during 3-year Programme	-	-	-	-	\$19,363,195	\$19,363,195
	Percentage of approved allocation spent ⁴	-	-	-	-	65.5%	65.5%
Totals	Actual in 2018/19 (Year 1) ¹	\$14,912,017	\$4,817,565	\$14,615,877	\$2,728,061	\$47,133,902	\$84,207,422
	Actual in 2019/20 (Year 2)	0	0	0	0	0	0
	Actual in 2020/21 (Year 3)	0	0	0	0	0	0
	Anticipated 3-year expenditure ²	\$50,860,819	\$19,588,611	\$49,956,344	\$8,848,222	\$212,321,590	\$341,575,586
	NZTA approved 3-year allocation ³	\$50,883,766	\$19,591,611	\$49,380,564	\$8,858,303	\$106,991,600	\$235,705,844
	Actual spent during 3-year Programme	\$14,912,017	\$4,817,565	\$14,615,877	\$2,728,061	\$47,133,902	\$84,207,422
Percentage of approved allocation spent ⁴	29.3%	24.6%	29.6%	30.8%	44.1%	35.7%	
Emergency Works	Actual in 2018/19 (Year 1) ¹	\$201,265	\$525,810	0	0	\$2,761,027	\$3,488,102
	Actual in 2019/20 (Year 2)	0	0	0	0	0	0
	Actual in 2020/21 (Year 3)	0	0	0	0	0	0

¹ Meaning: This is 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 NLTF Share and Local Share).

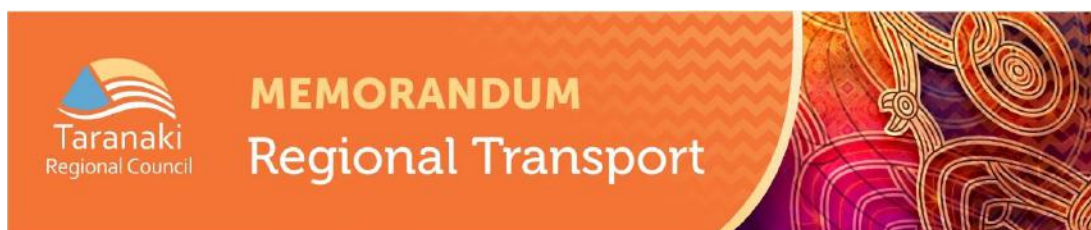
² Meaning: Total Anticipated Expenditure for 2018-21 as requested via the *Regional Land Transport Plan for Taranaki: Mid-term Review* in June 2018 (not including subsequent variation requests).

³ Meaning: Total Approved Expenditure 2018-21 as given in the *National Land Transport Programme 2018-21* in August 2018 and incorporating subsequent variation requests approved by NZTA up to 30 June 2019 (includes those activities listed in the NLTP as either 'committed', 'approved' or 'probable'). It also includes 'external funding' approved.

⁴ Meaning: This is the proportion of the approved three year expenditure that was spent by the end of Year 1.

⁵ Meaning: These figures include those for the Special Purpose Roads (SPR) that are maintained by the New Plymouth and Stratford district councils, and include SuperGold concession approvals.

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



Date 25 March 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. Stacey Hitchcock, Paul Roberts 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* ha/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

25 March 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

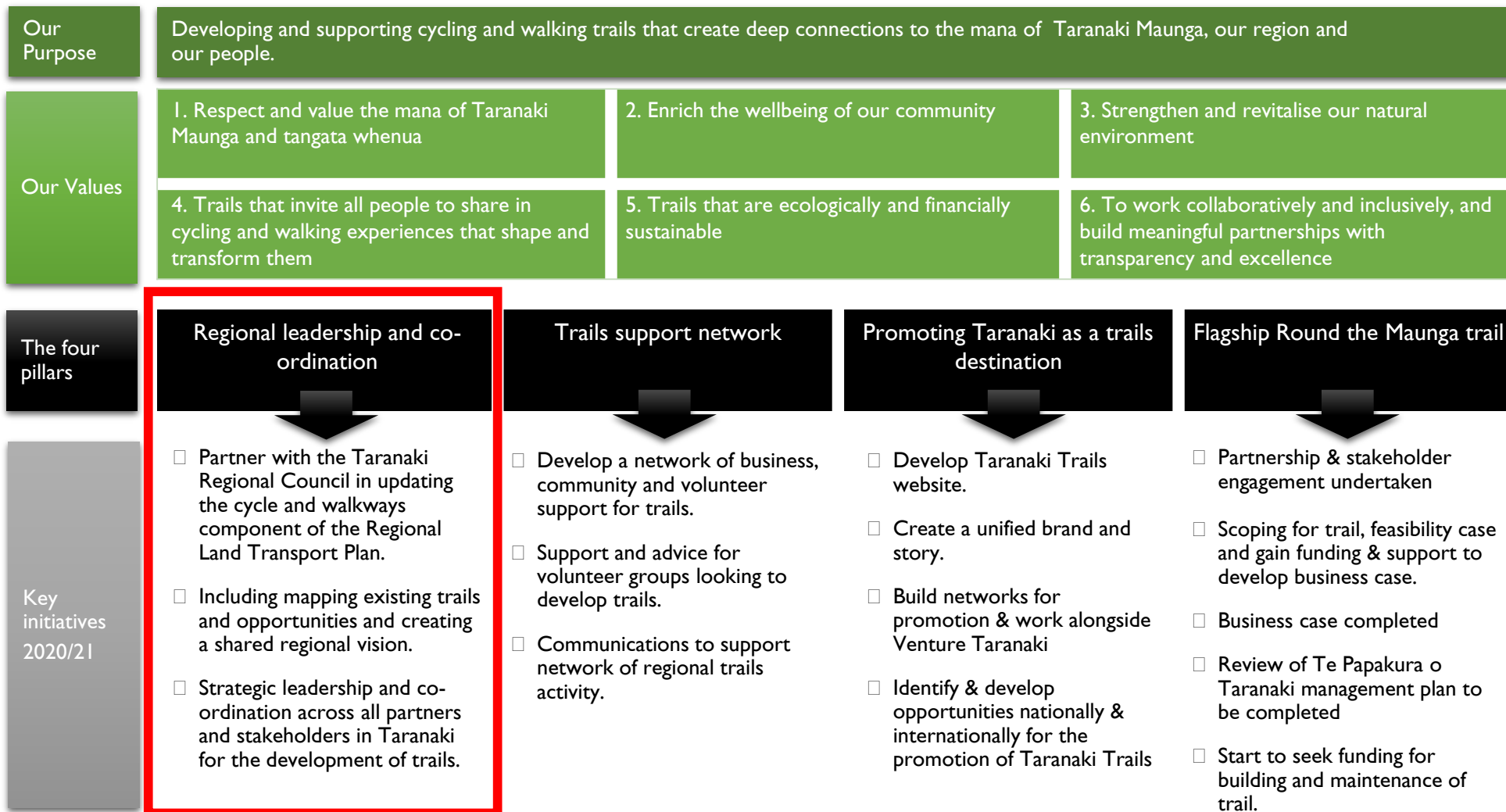
- In June 2018 the Walking Access Commission and Sport Taranaki commissioned the report “Taranaki Tracks and Trails 2040 Strategy”
- Following this, in March 2019 the Mayoral Forum supported a Trust being set-up to lead regional tracks and trails development
- In the last year we have undertaken extensive 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.



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.



Appendix A: Vision from 2007 Strategy

Appendix B: Extracts from 2040 Strategy

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.

<p>PROJECT 1 YOUNGER CHILDREN EXPLORE THEIR PLACE AROUND THE MOUNTAIN</p>	<p>PROJECT 2 YEAR 9-10 STUDENTS TRAVEL TOGETHER IN A SINGLE MULTI-DAY AROUND THE MOUNTAIN</p>	<p>PROJECT 3 A GREAT WALK FROM MOUNGA TO MOANA</p>	<p>PROJECT 4 BIODIVERSITY TRAILS</p>	<p>PROJECT 5 CYCLE TRAIL</p>
<p>PROJECT 6 COASTAL TRAIL</p>	<p>PROJECT 7 RIVER CROSSINGS</p>	<p>PROJECT 8 TOURISM TRAIL</p>	<p>PROJECT 9 HISTORIC TRAILS</p>	

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.



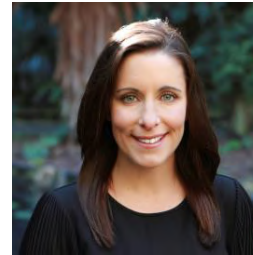
Blair Cox

- 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 25 March 2020

Subject: **Regional road safety update**

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

Document: 2449602

Purpose

1. The purpose of this memorandum is to provide an opportunity for the Taranaki Road Safety Action Planning Group to update Members on their road safety activities in the region.

Recommendation

That the Taranaki Regional Council:

1. notes and receives with thanks the update on road safety activities in the region provided by representatives of the Taranaki Road Safety Action Planning Group.

Background

2. Reducing the safety risk on Taranaki's transport network is a key priority for the region, as outlined in Section 4 [Strategic Direction] of the *Regional Land Transport Plan for Taranaki 2015-2021: Mid-term Review (RLTP)*. Section 4.4 of the RLTP most specifically outlines the challenges, policies and methods for improving road safety.
3. As Members are aware, one of the main organisations set up to identify and agree on community road safety initiatives within the region is Roadsafes Taranaki. Made up of representatives from the New Plymouth, Stratford and South Taranaki district councils, Roadsafes Taranaki agrees on important community road safety initiatives for the region further to NZ Transport Agency funding guidance and develops programmes to implement these. A full time Road Safety Coordinator is employed to facilitate the educational component of the Group, liaise with stakeholders and the community to identify problems and priorities, and help in developing practical road safety projects.
4. Roadsafes Taranaki works closely with the wider Road Safety Action Planning Group, which is made up of representatives from the NZ Police, NZ Transport Agency, Taranaki District Health Board, Accident Compensation Commission, New Plymouth District Council's Let's Go project, Taranaki Automobile Association, New Plymouth Injury Safe, and Taranaki Regional Council.

5. Marion Webby (Road Safety Coordinator) and Senior Sergeant Robbie O’Keefe (Taranaki Road Policing Manager) will represent the Taranaki Road Safety Action Planning Group to update the Committee on road safety activities in the region.

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* and the *Land Transport Management Act 2003*.

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 2449648: Section 4.4(3) of Taranaki RLTP - Reducing the safety risk on Taranaki's transport network

Section 4.4 [Land transport objectives, policies and measures](3) of the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* specifies:

Issues & challenges	Objective & policies	Measures (methods)
3. Reducing the safety risk on Taranaki’s transport network		
<p>Fatalities and casualties from road and rail crashes impose high social and economic costs on the region and country. The <i>Safer Journeys</i> vision of ‘a safe road system increasingly free of death and serious injury’ recognises that while mistakes are inevitable and we can never prevent all road crashes from happening, we can work collaboratively and attempt to stop crashes from resulting in death and serious injury.</p> <p>Improving safety and personal security is important for all mode users; with safety concerns (both perceived and real) being a barrier to greater use of walking and cycling. The concept of protecting vulnerable road users such as pedestrians and cyclists has been overtaken by a safe systems approach to road safety whereby the aim is to make roads and roadsides safer for all road users – be they motorists, motorcyclists, pedestrians, cyclists, horse-riders or another mode.</p> <p>Taranaki is experiencing steady growth in vehicle kms travelled, along with an increasing population. Several intersections have become high risk with the increase in traffic volume – with the New Plymouth district containing 3 of the country’s Top 100 High Risk State Highway Intersections.</p> <p>Taranaki does not have a good road safety record, with a range of issues involved. The contributing factors in crashes over the last 10 years have remained constant with alcohol, speed, not wearing seatbelts, loss of control and intersections showing in crash data. Recidivist drink drivers have been identified as a serious concern in Taranaki and programmes have been developed to start educating and changing the behaviour of recidivist drink drivers. The safety of vulnerable road users has made an unwanted appearance over the last 5 years, in particular motorcyclists and pedestrians (6 pedestrians were killed in 2014) while older drivers have started to feature prominently in road crash reports during that same time. Recent law changes and continuous road safety education in schools has helped reduce young driver crash statistics. However, this will need to be an ongoing area of focus to further reduce young driver crashes as new drivers gain their licence. All these issues factor heavily in Roadsafe Taranaki’s collaborative road</p>	<p>A safe transport network increasingly free of death and serious injury.</p> <p>Policies:</p> <ul style="list-style-type: none"> ▪ Promote infrastructure improvements on strategic corridors. ▪ Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users. ▪ Support the aims of <i>Safer Journeys</i> and Roadsafe Taranaki. 	<ul style="list-style-type: none"> ▪ Ensuring and supporting improvements to infrastructure, such as road alignment, signage, bridge widths, road markings, and surfaces which fall below the levels of service under the ONRC. ▪ Improving safety at intersections and crossings. ▪ Increasing provision of passing lanes and/or passing opportunities, roundabouts and other safety design features. ▪ Minimising conflicts between different traffic types e.g. trucks and cycles. ▪ Adopting appropriate design to encourage safe walking and cycling. ▪ Actively encouraging a culture of safe road use in Taranaki. ▪ Supporting the efforts of Roadsafe Taranaki and promoting road safety programmes, particularly locally led prevention programmes. ▪ Adopting appropriate enforcement and education programmes to address unsafe driver, pedestrian and cyclist behaviour. ▪ Reviewing speed limits on a network-wide basis following on from the review of the <i>Land Transport Rule: Setting of Speed Limits 2003</i> – noting that a change in speed limit should only be considered as part of a broader range of safety solutions. ▪ Supporting efforts to achieve the <i>Safer Journeys</i> road safety

<p>safety education programmes for the period of the Plan.</p> <p>The release of a <i>Speed Management Guide</i> in late 2016 has introduced a new national framework.</p>		<p>targets for the Transport Agency's Central Region of a reduction in fatalities of around 40% and serious injuries of 25% by 2020.</p>
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Date 25 March 2020

Subject: **Ministry of Transport 2020 Roadshow**

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

Document: 2449833

Purpose

1. The purpose of this memorandum is to provide an opportunity for the Ministry of Transport to update Members on the following key work programmes:
 - Developing the *Government Policy Statement on Land Transport (GPS) 2021*
 - The Future of Rail project
 - The Tackling Unsafe Speeds Programme.

Executive summary

2. This item enables 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.

Recommendations

That the Taranaki Regional Council:

- a) receives with thanks the presentation provided by the Ministry of Transport on current key workstreams.
- b) notes that a submission will need to be prepared on the draft *Government Policy Statement on Land Transport (GPS) 2021* once this is available for public submission.

Background

3. The Ministry of Transport has been invited 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 are holding a separate three-hour technical workshop on these topics from 1:30pm.

Government Policy Statement on Land Transport 2021 (GPS 2021)

5. At the time of preparing this Memorandum, the draft *GPS 2021* had not yet been publicly released as expected.
6. It is hoped that this will be available by the date of the Committee meeting, with links then able to be provided to the document and related guidance information for Members' reference. Avenues to make a submission on the draft *GPS 2021*, through an online survey and by written submission will be made available online.
7. The Regional Transport Advisory Group will prepare a submission on the draft GPS 2021 for the Committee's consideration. Early guidance from Members as to what this submission should contain is welcomed.

The Future of Rail

8. 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.
9. Ministry officials will outline these proposals, which can be viewed at – <https://www.transport.govt.nz/rail/the-draft-new-zealand-rail-plan/>.
10. 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

11. 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/>.
12. The Ministry of Transport have been 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.
13. While today's presentation by the Ministry will cover this at a high level, a specific 2-hour session on these proposals is being arranged, so that the Ministry, the Committee and the Regional Transport Advisory Group can discuss these potentially far-reaching proposals in-depth. Members will be contacted in due course to schedule this workshop.

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* and the *Land Transport Management Act 2003*.

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.

Legal considerations

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

Appendices/Attachments

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



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.

 www.transport.govt.nz

HEAD OFFICE: PO Box 3175, Wellington, New Zealand. TEL: +64 4 472 1253, FAX: +64 4 473 3697

AUCKLAND OFFICE: The Government Economic and Urban Development Office, PO Box 106 238, Auckland City, New Zealand. TEL: +64 9 379 0070, FAX: +64 9 985 4849

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.

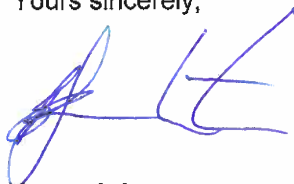
You will have an opportunity to comment on the legislative changes during the select committee process and the Ministry of Transport would like to continue to engage with you through the development of the new Rule. We intend to meet with the Transport Special Interest Group and a focus group of RCA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

+64 22 066 4401 | b.johnston@transport.govt.nz



Date: 25 March 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 North – Awakino Gorge to Mt Messenger
 - SH3 Mt Messenger
 - 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 25 March 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 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 Regional Land Transport Plan (RLTP or the Plan).
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 RTC 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 due to commence now in order for it to be adopted before it comes 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 two documents produced by the NZ Transport Agency, both of which provide links to further information:
 - NLTP Bulletin - March 2020
 - Regional Land Transport Plans - FAQs
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.

Discussion

10. As part of work to improve the consistency and value of RLTPs across the country, the local government Transport Special Interest Group (TSIG) has developed a template and guidance on how to develop an RLTP, with the support of the NZ Transport Agency.
11. 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-Jun 2020 – Review strategic front end of Plan, including transferring into the new national template format.
 - May-Jun 2020 – Check/confirm strategic front end of Plan, including holding a facilitated workshop with RTAG/RTC and key stakeholders.
 - Jul 2020 – Finalise strategic front end of RLTP in order to guide AO's development of their transport programmes.
 - Aug-Oct 2020 – Organisations to prepare their draft programmes of activities in TIO.
 - 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 Plan.
 - Apr 2021 – Approval of revised Plan, adoption by Council and submission to NZTA by 30 April 2021.

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.

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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

NLTP Bulletin - March 2020 - <https://nzta-nltp.cmail19.com/t/ViewEmail/t/FD3C4A61382431DA2540EF23F30FEDED/A8F4EFC0320D42C1EBAD456BEB5F1DD6>

Document 2447815: RLTP FAQs by NZTA in Feb2020

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



Date 25 March 2020

Subject: **Public transport operational update for the quarter ending 31 December 2019**

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

Document: 2449606

Purpose

1. The purpose of this memorandum is to provide members with an operational report on public transport services for the quarter ending 31 December 2019.

Recommendation

That the Taranaki Regional Council:

- a) receives and notes the operational report of the public transport services for the quarter ending 31 December 2019.

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.

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

3. Patronage for the quarter increased 3.5%. Total patronage was 127,621 up 4,329 with increases in Child 5%, Seniors/SuperGold Card 4% and WITT 43%.
4. Services for the Lions Saturday Christmas Parade showed a significant increase in patronage compared to last year, with 1,023 passengers using the service in 2019, up from 340 in 2018. Services were fare free in 2019, whereas passengers paid a coin fare in 2018.
5. Patronage on the extra Saturday December (7, 14 and 21) services totalled 516. This compares to patronage of 595 on the three equivalent Saturdays in 2018 a decrease of 79 or (14%).

- December events included Santa appearing on a Citylink bus on December 5 with giveaways to thank customers.

Connector (Hāwera to New Plymouth) bus service

- Patronage for the quarter decreased (2%). A total of 5,899 trips were recorded compared to 6,048 in the same quarter 2018/2019. Increases in patronage were recorded in Adult 17%, Child 22%, Seniors 39%, SuperGold 17% and WITT 12%. These increases were offset by a drop in students undertaking training, down 448 or (89%).
- One return service was again provided on the three Saturdays in December. A total of 39 passengers were recorded compared to 29 the previous year, an increase of 34%.
- An upgrade to the Connector public booking app was successfully deployed in October. The changes improved the appearance of the dashboard and increased reporting functionality. The app is proving to be very successful with the majority of passengers using it to book their Connector travel.

Connector (Hāwera to New Plymouth) bus service

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Southlink services

- YTD patronage was up on both the Waverley to Hāwera and the Ōpunake to New Plymouth services however is down on the Ōpunake to Hāwera service. The YTD performances of each service is detailed below.
- Waverley-Pātea-Hāwera patronage was 653, up 133 or 26%. The most significant difference was Adult patronage was up 138 or 82%. This is due to the second weekly service being outside of the SuperGold Card hours with passengers having to pay. Farebox recovery was to 10% in comparison to last year's 26.2% for the same period. Total revenue was \$1,363 compared to \$1,817 for the same period last year.
- Ōpunake to Hāwera patronage was 177, a decrease of 67 or (27%). Compared to last year, Child patronage was down 52, or (42%), Adult down 15 or (16%) and more significantly SuperGold down 52 or (42%). Weekly only three to four passengers are using the service.
- Patronage for the Ōpunake to New Plymouth service was 513, up 56 or 12% compared to 2018/2019. Compared to last year Adult patronage was 121, up 23 or 23%. Farebox recovery was 18%, up 3%.

SuperGold Card

17. SuperGold Card patronage for all services for the quarter totalled 15,789 compared with 15,218 trips, an increase of 3.8%, on the same period last year.

Total Mobility Scheme

18. Trips for the quarter were 13,891 up 1,449 or 11.6% on the same period last year. All but one of the approved transport operators have experienced an increase in TM trips with one operator significantly up approximately 450 trips or 38% compared to the previous year.
19. NP Taxis continue to offer a weekly service to Waitara each Thursday between 9am and 3pm ensuring TM clients based in Waitara have a transport option available to them.
Officers undertook the scheduled 6-month review of the new operator TE Taxis, confirming they are complying with the required TM standards and criteria.

Ironside Vehicle Society Incorporated

20. Total trips for the quarter were 1,408, down 264 or (16%) on the same period last year. Of the total, 1,300 or 77% involved wheelchair passengers. This is due to Ironsides reduced fleet, from seven to five vans.

Decision-making considerations

21. 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

22. 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

23. 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

24. 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

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

Appendices/Attachments

Document 2449625: Public Transport Programme Update – operational overview December 2019

Public Transport Programme Update – operational overview December 2019

Citylink performance

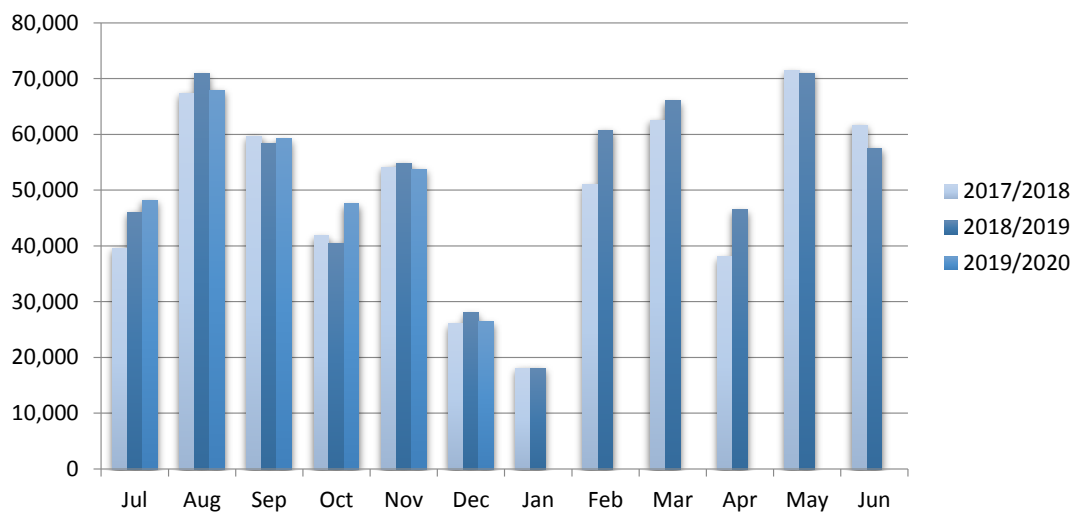
	Dec 2019 quarter	Year to date	18/19 vs 19/20
Patronage	127,621	302,940	↑1.4%
Farebox*	31.4%	36.4%	↓0.5%
Commerciality*	32.8%	37.9%	↓0.8%

*Ratios exclude indexation costs

Citylink Patronage

	2019/2020 YTD	2018/2019 YTD	18/19 vs 19/20
Adult	15,251	16,123	↓5%
Child/Student	178,121	170,217	↑5%
Senior/SuperGold	30,183	30,263	0%
Tertiary	2,104	2,878	↓27%
Comm Services Card	22,626	24,939	↓9%
Access	2,145	2,890	↓26%
WITT	11,519	9,152	↑26%
Transfer	38,419	40,378	↓5%
Promotion	2,572	1,832	↑40%

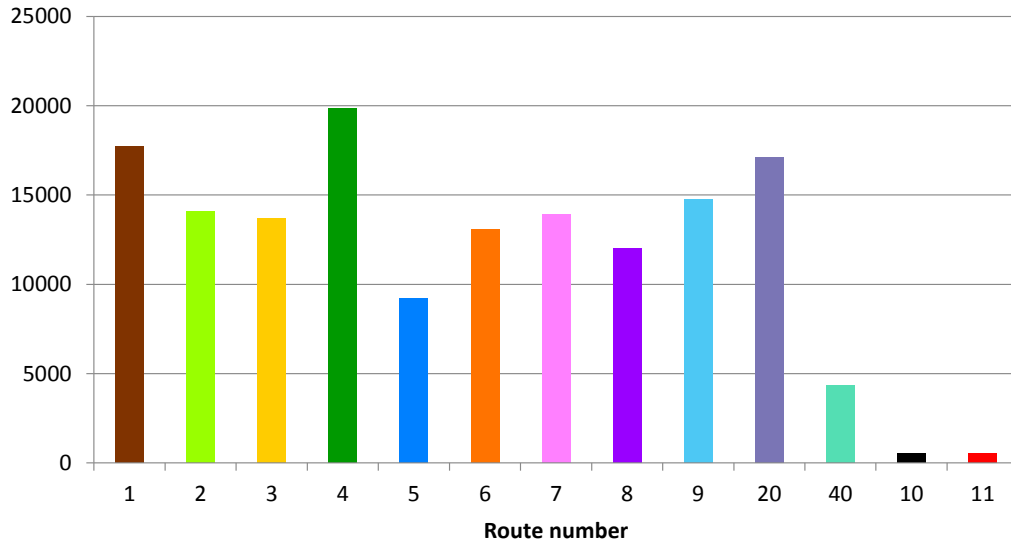
Citylink patronage 2017/2018, 2018/2019 and YTD 2019/2020



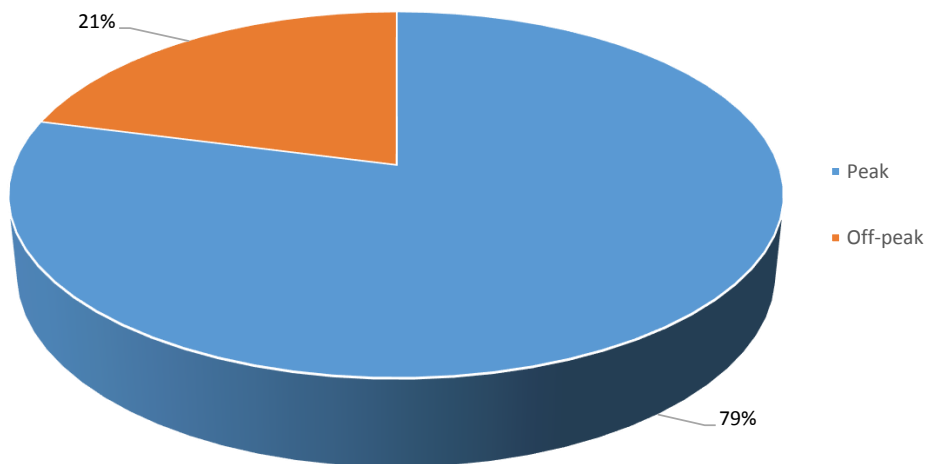
Citylink Trips Per Capita

	2019/2020 YTD	2018/2019 YTD	18/19 vs 19/20
Trips per capita	5.3%	5.2%	↓2%

Urban route patronage YTD 2019/2020



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

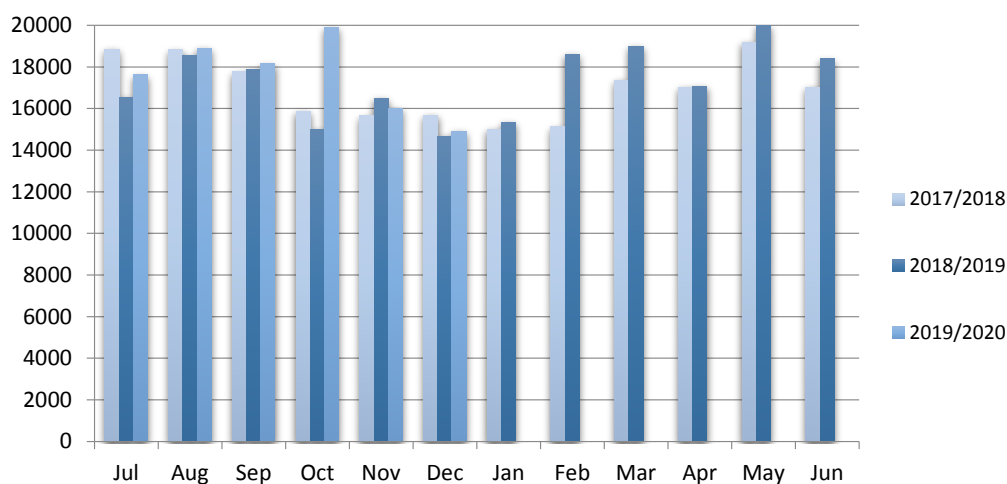


Connector Performance

	Dec 2019 quarter	2019/2020 YTD	YTD 18/19 vs 19/20
Patronage	5,899	14,402	↑2.7%
Farebox*	60.3%	59.7%	↓8.0%
Commerciality*	64.9%	61.8%	↓6.6%

*Ratios exclude indexation costs

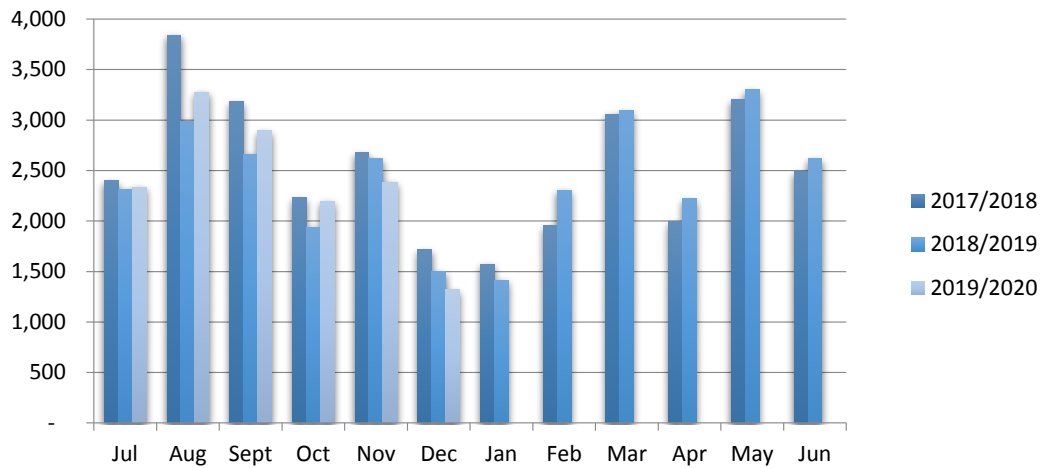
Connector revenue 2017/2018, 2018/2019 and YTD 2019/2020



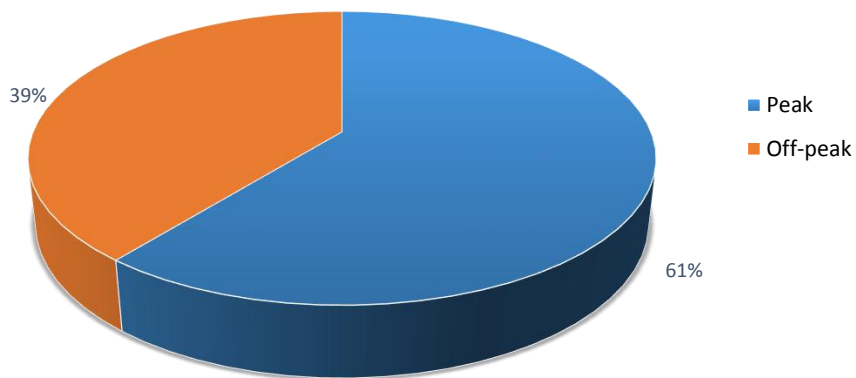
Connector Patronage

	2019/2020 YTD	2018/2019 YTD	18/19 vs 19/20
Access	16	100	↓84%
Adult	2,239	1,930	↑16%
Comm Services Card	1,325	1,310	↑1%
Child	296	216	↑37%
Seniors	223	176	↑27%
SuperGold	1,799	1,591	↑13%
TDHB	1,299	1,594	↓19%
Tertiary	785	836	↓6%
WITT	5,272	4,681	↑13%
Training (Paid)	989	1,445	↓32%
Promotion	159	140	↑14%

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



Peak / off-peak patronage YTD 2019/2020



Southlink performance

Opunake to New Plymouth

	Dec 2019 quarter	Year to date	YTD 18/19 vs 19/20
Patronage	301	513	↑12%
Farebox*	21.0%	17.8%	↑3%
Commerciality*	21.0%	17.8%	↑3%

*Ratios exclude indexation costs

Waverly to Hawera

	Dec 2019 quarter	Year to date	YTD 18/19 vs 19/20
Patronage	337	653	↑26%
Farebox*	11.0%	10.0%	↓62%
Commerciality*	11.0%	10.0%	↓62%

*Ratios exclude indexation costs

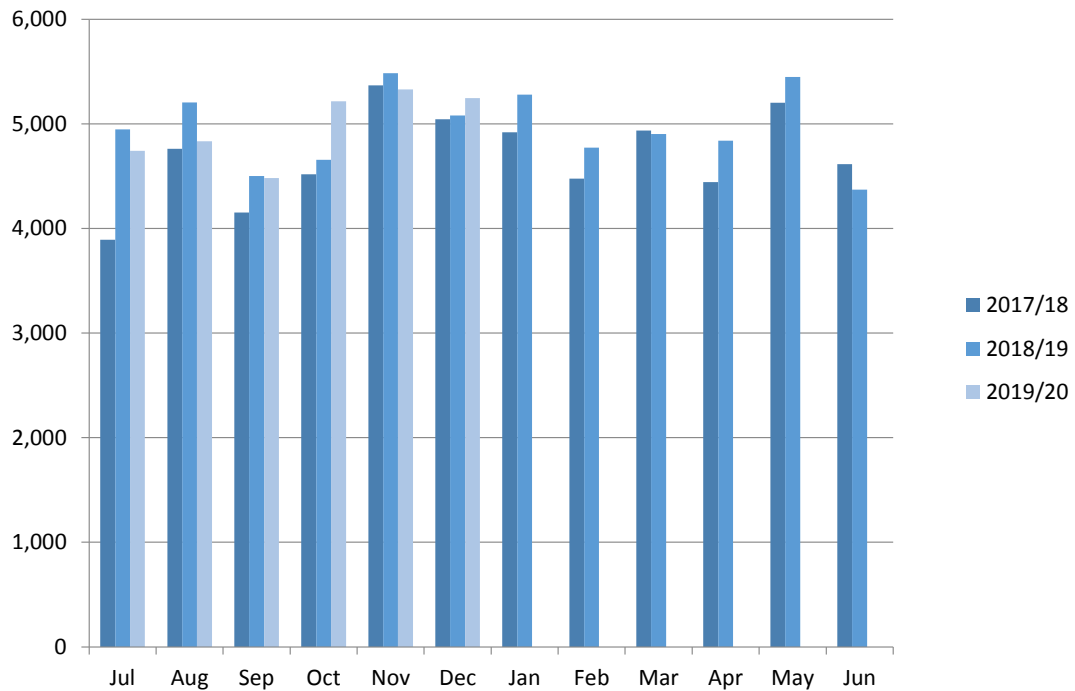
Opunake - Kaponga - Manaia - Hawera

	Dec 2019 quarter	Year to date	18/19 vs 19/20
Patronage	97	177	↓27%
Farebox*	4.8%	3.8%	↓54%
Commerciality*	4.8%	3.8%	↓54%

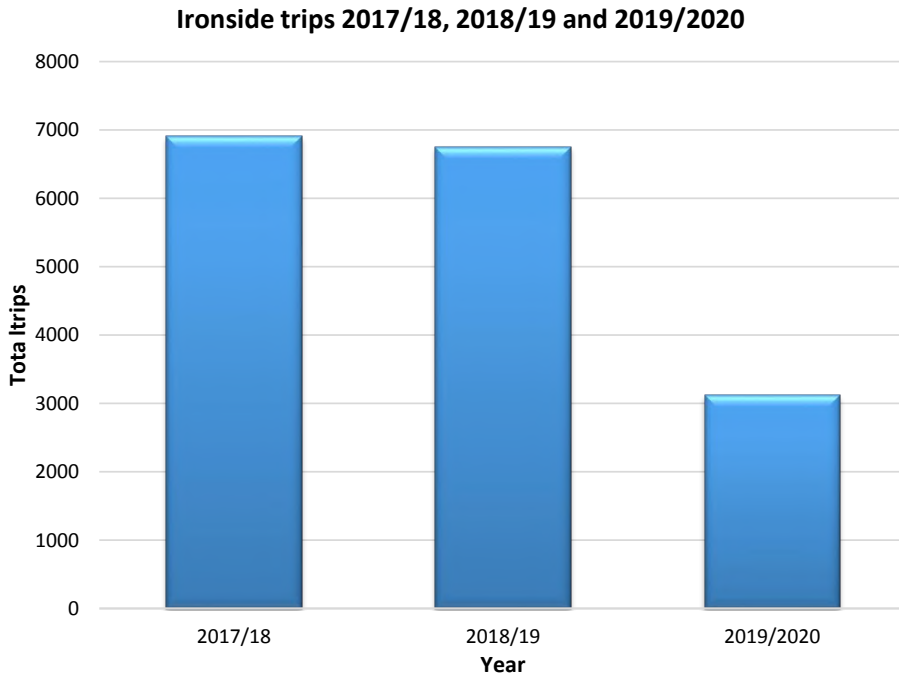
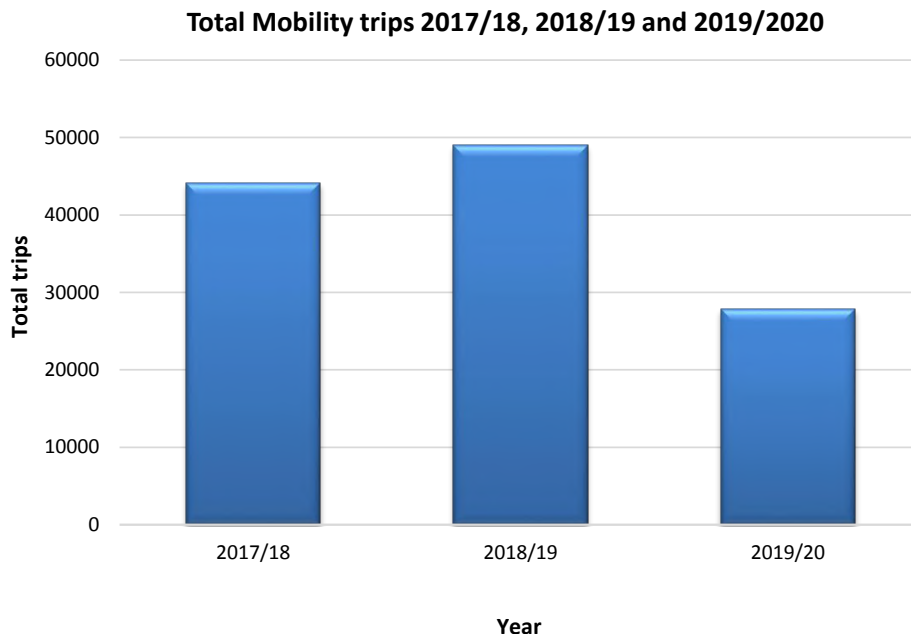
*Ratios exclude indexation costs

SuperGold Card

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



Total Mobility





Date 25 March 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 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.

Letter from new Committee Chair to KiwiRail

6. 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.
7. At the time of preparing this Memorandum, no response or acknowledgement of this correspondence has been received from KiwiRail, despite follow-ups.
8. KiwiRail have also again failed to respond to an invitation from the Regional Transport Advisory Group (RTAG) to join their last 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

9. 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

10. 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.
11. 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.

12. 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

13. 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

14. 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

15. 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

16. 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

17. 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: MJ 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

A handwritten signature in cursive script that reads "Greg Campbell".

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', written in a cursive style.

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

AGENDA AUTHORISATION

Agenda for the Regional Transport Committee meeting held on Wednesday 25 March 2020.

Confirmed:

M J Nield
Director Corporate Services

Approved:



20/03/2020 2:21 PM

B G Chamberlain
Chief Executive