



AGENDA

Regional Transport

Wednesday 9 September 2020, 11am

Regional Transport Committee

09 September 2020 09:00 AM - 05:00 PM

Agenda Topic	Page
1. Confirmation of Minutes	3
2. Minutes of Regional Transport Advisory Group Meetings	12
3. Waka Kotahi New Zealand Transport Agency Update	20
4. Regional Land Transport Plan 2021 Development	114
5. New Plymouth Airport Update	136
6. Port Taranaki Limited Update	138
7. Regional Road Safety Update	140
8. Draft Regional Public Transport Plan Update	142
9. Public Transport Quarterly Update to 30 June 2020	205
10. Correspondence and Information Items	216
11. General Business	



Date 9 September 2020
Subject: **Confirmation of Minutes – 17 June 2020**
Approved by: M J Nield, Director Corporate Services
Document: 2579499

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 17 June 2020 at 11am
- b) notes that the unconfirmed minutes of the Regional Transport Committee meeting held at Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 17 June 2020 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 2456153: Minutes Regional Transport Committee 17 June 2022



Date 17 June 2020, 11am
Venue: Taranaki Regional Council, 47 Cloten Road, Stratford
Document: 2456153

Present	Councillors	Matthew McDonald	TRC (Chairperson)
		Tom Cloke	TRC
		Harry Duynhoven	NPDC
	Mayor	Neil Volzke	SDC
	Ms	Emma Speight	NZTA
Attending	Messrs	Mike Nield	(Director – Corporate Services TRC)
		Chris Clarke	(Transport Manager TRC)
	Ms	Fiona Ritson	(Policy Analyst TRC)
		Liesl Davidson	(Committee Administrator TRC)
	Messrs	Ross I’Anson	(New Zealand Transport Agency)
		David Perry	(New Zealand Transport Agency)
		Steve Bowden	(Stratford District Council)
		Rui Leitao	(New Plymouth District Council)
	Ms	Charlotte Littlewood	(Taranaki Trails Trust) (Venture Taranaki)
	Ms	Stacey Hitchcock	(Taranaki Trails Trust)
	Mr	Ian Armstrong	(Taranaki Trails Trust)
Councillor	Colin Johnston	(New Plymouth District Council)	
Mr	Peter Ledingham	(Communications Adviser TRC)	
Mr	Richie Arber	(NZ Road Carriers Association)	

One member of the media, Mr Mike Watson, Taranaki Daily News.

Apologies Apologies were received from Mayor Phil Nixon and Councillor Robert Northcott, South Taranaki District Council.

Notification of Late Items There were no late items.

1. Confirmation of Minutes - 11 September 2019

Resolves

That the Regional Transport Committee of the Taranaki Regional Council:

- 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.

Cloke/Volzke

Matters arising

There were no matters arising.

2. Key Functions and Terms of Reference

- 2.1 Mr M J Nield, Director - Corporate Services, spoke to the memorandum updating members on the Terms of Reference and the functions of the Regional Transport Committee and Regional Transport Advisory Group, noting that the terms of reference went to the Taranaki Regional Council due to COVID-19.

Resolves

That the Regional Transport Committee of the Taranaki Regional Council:

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

Cloke/Volzke

3. Overview of Regional Transport Core Work Programme

- 3.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum to provide an overview of regional transport and the committee core work programme for the new triennium noting items that are included for information.

Recommends

That the Taranaki Regional Council:

- a) receives the memorandum Overview of Regional Transport and Core Work Programme.

Duynhoven/Speight

4. Minutes Regional Transport Advisory Group

Mr M J Nield, Director – Corporate Services spoke to the memorandum introducing the minutes from the RTAG group meetings from November, March and May.

Resolves

That the Regional Transport Committee of the Taranaki Regional Council:

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

Cloke/Volzke

Matters Arising

Ahititi stock effluent disposal site is being designed at the moment. It needs to be completed by 1 June 2021 and is progressing well.

It was clarified that the safety improvements of Egmont Road in 27 May minutes does not refer to Devon Road/Egmont Road intersection.

5. Minutes of State Highway 3 Working Party – 20 September 2019

- 5.1 Mr M J Nield, Director - Corporate Services, spoke to the memorandum updating members on the postponements and rescheduling of these meetings, the next meeting is going to be held late July or early August with the potential to include a site visit to the Awakino tunnel bypass and work sites.

Resolves

That the Taranaki Regional Transport Committee of 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 Mōkau

- b) notes the State Highway 3 Working Party meeting planned for Friday 1 May is in the process of being rescheduled, with timing dependent on update availability from key project staff of the New Zealand Transport Agency
- c) notes the second meeting of the State Highway 3 Working Party for 2020 is scheduled for Friday 6 November.

Cloke/Duynhoven

Matters arising

The SH3WP Project List was raised, with the NZ Transport Agency needing to advise how the listed projects were being progressed.

6. Request to Vary the Regional Land Transport Plan for Taranaki: Mid-term Review 2018/2019 – 2020/2021

- 6.1 Mr S Bowden, Roading Asset Manager, Stratford District Council, spoke to the memorandum seeking approval of a request to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/2019-2020/21*.
- 6.2 This extension connects key areas of the Stratford township increasing accessibility for the community. Currently to get from the north-west to the south-west people have to travel back to the highway to get there. Emergency services would also benefit from this as an alternate route as at peak traffic hours the highway can be gridlocked through Stratford.
- 6.3 The extension would also create longer term benefits and options for future development around the area.
- 6.4 As it is a residential area it would not be a high use heavy traffic thoroughfare.
- 6.5 The project does not align with Stratford District Councils significance policy so community consultation would have to be undertaken.

Recommends

That the Taranaki Regional Council:

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

Volzke/Cloke

7. Regional Land Transport Plan: Annual Monitoring Report for 2018/19

- 7.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum presenting Members with the *Regional Land Transport Plan for Taranaki 2015/19-2020/21: Annual Monitoring Report for 2018/19*.

Recommends

That the Taranaki Regional Council:

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

Cloke/Duynhoven

8. Taranaki Trails Trust Presentation

- 8.1 Ms Charlotte Littlewood, Ms Stacey Hitchcock and Mr Ian Armstrong, Trustees of the Taranaki Trails Trust, spoke to the memorandum providing a presentation to updating Members on the Trust's activities and to advise how they intend to work in to the next Regional Land Transport Plan.
- 8.2 It was suggested that horse trails be considered within the scope of the Trust's work, where feasible.

Recommends

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*.

Volzke/McDonald

9. Taranaki 2050 Roadmap

- 9.1 Charlotte Littlewood, Venture Taranaki, spoke to the report providing Members with an update on the transport-related aspects of the Taranaki 2050 project.

Mr Ian Armstrong left the meeting 11.47am

Recommends

That the Taranaki Regional Council:

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

Cloke/Duynhoven

Ms Stacey Hitchcock and Ms Charlotte Littlewood left the meeting 11.52am

10. Updates on Ministry of Transport Workstreams Including Development of GPS 2021

- 10.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum for Members to seek endorsement of the regional submission on the draft *Government Policy Statement on Land Transport (GPS) 2021*, which was previously circulated by email to allow the Committee's consideration prior to the submission closing.
- 10.2 Members were updated on other key work programmes of the Ministry of Transport, including the Future of Rail project and the Tackling Unsafe Speeds Programme.
- 10.3 Thanks was extended to those who assisted with the submission.

Recommends

That the Taranaki Regional Council:

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

Duynhoven/Cloke

11. New Zealand Transport Agency Regional Report and State Highway Project Updates

- 11.1 Ms E Speight, New Zealand Transport Agency (NZTA), spoke to the memorandum, providing the committee with a presentation updating the Committee on New Zealand Transport Agency's activities nationally and regionally, including state highway projects of significance in the region.
- 11.2 COVID-19 had a significant impact on the highway roading projects in Taranaki. The teams have worked hard to get back up and running.
- 11.3 Version 1.1 of Arataki is out now and NZTA are working on Version 2. It is great to get input from the regions and Councils.
- 11.4 The transport performance and investment reports are due out in June.
- 11.5 The Innovating Streets Pilot Fund is now open for the second round of submissions. This fund is for temporary projects not permanent.
- 11.6 NZTA are looking to provide more guidance and case studies as to what has been done in other regions on the Urban Development Programme.
- 11.7 NZTA are looking at Accessible Streets and how the use of footpaths has changed and looking at whether footpaths are still safe for the elderly and disabled.
- 11.8 Regionally \$9.6million has been funded by the Provincial Growth Fund for the sealing of Tangarakau Gorge. The design is currently underway and NZTA are looking to support local contractors. The committee felt that it would be preferred that the highway be sealed as wide as possible to ensure safety for people needing to pull over. There are some areas where the road cannot possibly go wider than the 5m as they need to keep within the road corridor. If they go outside the corridor this would then slow the project down.
- 11.9 State Highway maintenance renewals – The summer season is almost over and mostly complete.
- 11.10 NZTA were complemented on the Moturoa design and consultation of the project.
- 11.11 Mt Messenger bypass – Voting is currently underway. Once the outcome from the Court hearing has been finalised contractors will be able to start work. The final design has gone through processes to ensure the design is as safe as possible.
- 11.12 Awakino Gorge to Mt Messenger – Aiming to improve safety of this area.
- 11.13 Tongaporutu intersection improvements should be completed by December 2020.
- 11.14 Rapanui passing lane is scheduled to start in October and be completed by February 2022.
- 11.15 Waitara to Bell Block Safety improvements include wider centre lines, flexible safety barriers, upgrades at Airport Drive and Princes Street intersections.

11.16 Egmont Road/Devon Road intersection – It was noted that there is nothing in the current capital works programme for upgrades to be made at this intersection. There is no funding for a business case at this time. Members expressed concerns around the safety of this intersection noting that the seagull intersection was only supposed to be a temporary situation. If an opportunity becomes available for funding then it could be looked at but at this stage there is nothing.

Action: Letter to be sent from Chair requesting the specific inclusion of a solution for this intersection is included in the upcoming Transport Agency Investment Proposal.

11.17 Hāwera to New Plymouth – There is currently no funding available for the full project however, some of the improvements for this section can be made under the safety improvements fund.

11.18 NPDC have funding to make improvements to black spot areas along Egmont Road.

Recommends

That the Taranaki Regional Council:

- a) receives the presentation provided by the New Zealand Transport Agency.
Clove/Volzke

12. Developing the Regional Land Transport Plan 2021

12.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum updating the Committee on the proposed timeline and process for the developing the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* (RLTP 2021).

Recommends

That the Taranaki Regional Council:

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

13. Public Transport Operational Update for the Quarter Ending 31 March 2020

13.1 Mr C Clarke, Transport Manager, spoke to the memorandum providing Members with an operational update on the public transport services for the quarter ending 31 March 2020.

13.2 NZTA were very supportive of public transport services throughout lockdown, stepping up with funding and support.

13.3 Services were reinstated fully in May and on 25 May fares were reinstated.

13.3 There is currently still a decrease in patronage but this is expected to pick up again soon.

13.4 Mr M J Nield expressed thanks to Mr C Clarke and the operators for the work they put in through lockdown to get the best and most practical transport options in place as soon as possible.

Recommends

That the Taranaki Regional Council:

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

Cloke/Duynhoven

14. Correspondence and Information Items

- 14.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum updating the committee on correspondence and information items since the last meeting.

Recommends

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.

Cloke/Speight

15. General Business

- 15.1 Councillor T Cloke introduced Mr Richie Arber, National Road Carriers, who is based in Palmerston North.

- 15.2 Councillor H Duynhoven introduced Councillor C Johnston who is the NPDC alternate.

There being no further business the Committee Chairperson, Councillor M J McDonald, declared the Regional Transport Committee meeting closed at 1.09pm.

Confirmed

**Taranaki Regional Transport
Committee Chairperson:**

M J McDonald

Wednesday 9 September 2020



Date 9 September 2020
Subject: **Minutes Regional Transport Advisory Group**
Approved by: M J Nield, Director Corporate Services
Document: 2579615

Recommendations

That the Taranaki Regional Council:

- a) receives the confirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 12 August 2020

Appendices/Attachments

Document 2562636: Regional Transport Advisory Group Meeting Minutes – 12 August 2020

Taranaki Regional Transport Advisory Group (RTAG) Meeting

MINUTES

Date Wednesday 12 August 2020, 10.00am

Venue Taranaki Regional Council

Present

Rui Leitao (RL)	NPDC
Steve Bowden (SB)	SDC
Vincent Lim (VL)	STDC (Zoom)
Wayne Wallace (WW)	NZTA
Dave Perry (DP)	NZTA (Zoom) <i>left at 11am</i>
Shaun Harvey (SH)	NZTA
Fiona Ritson (FR)	TRC
Chris Clarke (CC)	TRC
Liesl Davidson	TRC - Administrative support

Apologies Tiffanie Kanon, Rob Service, Vivek Regmi, Andrew Higgs, Megan Taylor

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <p>Chris Clarke welcomed everyone to the meeting.</p> <p>NZTA staff provided an update on attendance -</p> <ul style="list-style-type: none"> Andrew Higgs, new Senior Network Manager NZTA, who was unable to attend today will be attending in the future. NZTA staff will be kept to a core group of three or four if extras need to attend for anything specific they will Zoom in. NZTA staff who do attend will work to get all the information they require prior to the meeting. NZTA staff will likely be Wayne, Dave and Shaun. Rob and Hannah will not normally attend anymore. 	
2.	<p>Minutes of last meeting on 27 May 2020</p> <p>The previous minutes of the RTAG meeting held on Wednesday 27 May 2020 were accepted as true and correct.</p> <p>Matters arising:</p> <ul style="list-style-type: none"> RL was going to send NOP report. VL metal availability - Nothing has been done about this as VL does not see a huge issue for Taranaki at the moment. 	RL

<p>3.</p>	<p>Development of Taranaki RLTP 2021 FR gave a presentation on the RLTP Development, which helped guide the Group’s discussions on recommendations needed for the RTC. The following points were noted:</p> <p>Vision</p> <ul style="list-style-type: none"> • It was agreed that the previous Vision was too long and is now outdated. • A new Vision was agreed for proposing to the RTC, of “A vibrant, resilient and connected region, with safe roads and liveable places.” <p>Policy Framework</p> <ul style="list-style-type: none"> • Most of the existing framework is still fit for purpose. • The following changes were agreed: <ul style="list-style-type: none"> ○ Remove the 7th issue/objective around constrained funding and affordability, with value for money underpinning all decisions. ○ Update wording of policies around environment and resilience. ○ Update wording from ‘alternative transport modes’ to ‘transport choices’. <p>Objectives</p> <ul style="list-style-type: none"> • Objective 5 – Resilient and Responsive – Include specific reference to climate change. <p>Headline targets</p> <ul style="list-style-type: none"> • While not a statutory requirement, the Group agreed with the nationally recommended inclusion of some headline 10-year targets • The following two targets were agreed: <ul style="list-style-type: none"> ○ Improving safety – 40% reduction in DSI ○ Increasing mode shift – 20% more trips made by walking, cycling and public transport in urban areas • The best wording for a third target, focused on connectivity and resilience, was discussed and will be brought back to the Group via email. <p>ILM outputs from 1 July</p> <ul style="list-style-type: none"> • The Problem and Benefit statements developed through the ILM, help to guide the 10-year investment priorities, which are of increased focus. • Agreed that there should be an additional linking arrow from the Environment problem statement, to the Liveability benefit statement. • Clarified that Access should be – “Limited Transport options and capacity of our current infrastructure, particularly for small rural communities, adversely affects access <u>to</u> services and community wellbeing”. <p>10 Year investment priorities</p> <ul style="list-style-type: none"> • These now have elevated importance and will be directly linked to the new Prioritisation Methodology. • The following five priorities were proposed by FR and agreed by the Group, with minor changes (as indicated): <ul style="list-style-type: none"> ○ Improve safety at high-risk intersections and on high-risk rural roads. ○ Improve resilience and responsiveness of the transport network, with a focus on addressing ageing infrastructure and the impacts of logging on local roads. 	<p>FR</p>
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	<ul style="list-style-type: none"> ○ Make walking, cycling and public transport a safe and attractive option choice for more trips throughout the region ○ Improve multi-modal access to key regional destinations, including the port, airport and hospitals, for people and freight. ○ Promote sustainable growth that recognises environmental aspirations and supports a less carbon intensive transport network. <p>Monitoring framework</p> <ul style="list-style-type: none"> ● This is an area requiring much more development than previously. ● Nationally moving to monitoring implementation of the Plan against the Transport Outcomes Framework. ● The RTAG need to identify appropriate measures to monitor against the nationally sought outcomes of: inclusive access, healthy and safe people, environmental sustainability, resilience and security, and economic prosperity. ● FR will draft these based on NZTA’s Benefits Framework, which WW will circulate, but needs guidance from the Group on what specific KPIs they will be using within their AMPs. ● FR would like an electronic copy of each organisation’s AMP when completed. ● NPDC has KPI’s from RAMM that RL will send to FR. <p>Significant activities</p> <ul style="list-style-type: none"> ● Seeking a consistent approach within the sector for identification and prioritisation of significant activities. New approach has been developed between Waka Kotahi and TSIG. ● The Group adopted the definitions and high-level methodology proposed by the national guidance and endorsed them up to the RTC. <p>Potential Activities</p> <ul style="list-style-type: none"> ● Lists of potential activities (Committed, New, or Wanted in future) were discussed. ● RL to let FR know of other new activities from NPDC. <p>Other matters</p> <ul style="list-style-type: none"> ● The final GPS 2021 was supposed to go to Cabinet on Monday. Was going to be released yesterday but nothing further has been heard. ● The Taranaki Trails Trust have chosen to go with the Walking Access Commission’s ‘Find My Adventure’ site for mapping of trails throughout the region. This will help to create the current state map for the new Trails Appendix within the RLTP showing current trails and aspirations. District councils should connect with their Trails Trust representative, if they haven’t already, about loading their respective trails into that publically available system – which can then be pulled into TRC’s system as a GIS layer . 	<p>WW</p> <p>All</p> <p>RL</p> <p>RL</p>
<p>4.</p>	<p>State Highway Road Safety – safety hotspots</p> <p>Listing from Dan Tate was attached for discussion, the following points were noted:</p> <ul style="list-style-type: none"> ● NPDC’s Lets Go team met with schools in Inglewood to talk about improvements for crossings. The Community been very vocal on slowing 	

	<p>vehicles down through the town. They are currently looking at the options of raised platforms entering the town and a raised crossing on Kelly Street. This has gone to the Inglewood Community Board. Should be finished by the end of this financial year.</p> <ul style="list-style-type: none"> • NP - Hāwera safety improvements, no mention of changing the speed limits entering Stratford, which has been sought for years. 	
<p>5.</p>	<p>RTC Meetings</p> <p>Agenda items for RTC meetings on 9 September & 2 December 2020.</p> <ul style="list-style-type: none"> • RLTP 2021 development will obviously be core focus • NZTA will be providing one combined report, including Junine Stewart joining by Zoom to provide an update on road safety. • Port Taranaki – update • NP Airport – update • Active modes update from STDC. • Marion Webby and Robbie O’Keefe to provide a Road Safety update. • CC to provide an RPTP update. <p>The RTC Chair, Matt McDonald, has requested that each AO provide an update at future meetings, which will aim to commence from the December meeting.</p>	
<p>6.</p>	<p>Round table</p> <p>STDC - VL</p> <ul style="list-style-type: none"> • Nukumarū Station Road – is progressing, tender for work is out now. • Pavement rehab work carried over to this year. • Hāwera to Normanby Pathway – alternative options are being looked at. <p>NZTA - WW</p> <ul style="list-style-type: none"> • The Investment Hub is now live. • A document will be sent this week with dates for works between now and Christmas. • Guidance on RLTP prioritisation, Benefits Framework and programme development will be circulated once finalised and to TSIG members this week. • TIO templates and spreadsheets should be out this week and ready for input 14 August – 14 September. • WKIP – there are more delays. No date for release yet which is a concern. TSIG has indicated that if they do not have this by end of month they will not meet the RLTP timeframes. • GPS – no date yet. <p>Project updates</p> <ul style="list-style-type: none"> • Airport Drive, SH3/3A, Waitara Road and Princess Street initial designs have been completed. • Airport Drive – Subject to availability roundabout to begin late 2021. • Princess Street – Construction to start late 2021. 	

- SH3/3A – Construction to start late 2022.
- Waitara Road – Construction to start late 2022.
- SH43 Tangarakau Gorge - Consents have been lodged with Horizons, the project is due to be completed in 2022.
- Pohokura Saddle - Construction is commencing August 2020.
- Manawariri Stream - Commencing October 2020, complete early 2021.
- Kahouri stream bridge - Construction commencing October 2021 for completion May 2023. Working with SDC on alignment.
- Moki tunnel improvements construction to start January 2021.
- Safety improvements – Beginning December 2020 complete December 2023.
- Wayfinding/passing opportunities commencing October 2020, completion late 2021.
- Awakino/Mt Messenger – Resilience work is progressing well and is near completion.
- Covid-19 delays have impacted the Ladies Mile passing lane. Deferred pavement works to October 2020.
- Tongaporutu Intersection - Land negotiations and consultation for improvements and passing lane are nearly complete. Work to start late 2020.

SDC - SB

- Ōpunake Road – A meeting was held between STDC – VL, SDC – SB and Junine Stewart – NZTA regarding the speed limit along Ōpunake Road. SDC have gone out for public consultation to lower the speed limit to 80km along the entire length of Ōpunake road. On the SDC side of the road there are safety improvements that need to be made over the next 10 years. The STDC side is mostly signage and line improvements. SDC have one project starting in 6 weeks time just past the possum factory.
- Sealing is currently underway on Palmer Road and once completed sealing will start on Manaia Road.
- Beaconsfield Road safety project close to SH3 end.
- The cost of the culvert replacement on Monmouth Road was too high so are now looking at alternative options.
- Crown funding – received \$8 million for the new pool and \$2 million for the bike park/half basketball court at Victoria Park. With the bike park project they are looking at also widening some key footpaths along streets leading up to the park to allow room for children on bikes to be on footpaths.
- Staff are revising the walking and cycling strategy which will then go back to Councillors.

NPDC – RL

- Currently working outside Merrilands and Vogeltown schools, widening footpaths and narrowing roads to increase the ease of children walking and cycling.
- Finish AMP and then start Integrated Transport Strategic Plan.
- Travel options to Port Taranaki are being looked at.

	<ul style="list-style-type: none"> • Megan from BECA has been seconded to NPDC as the Senior Transportation Planner (add her to RTAG meetings). • Design drawings for Ahititi stock effluent arrived today. 	
10.	<p>General Business</p> <p>RLTP Monitoring Report for 2019/20 needs to be prepared. FR will send out previous report for each organisation to update their relevant sections. Noted that monitoring and reporting will be very different under the next RLTP, which is supported.</p>	FR
11.	<p>Next meeting</p> <p>Scheduled for Wednesday 30 September 2020</p> <p>Meeting closed 12.38pm</p>	

DRAFT

Acronyms commonly used in RTAG meetings

Acronym	Meaning
AC	Activity Class
AG2MM	Awakino Gorge to Mt Messenger Programme
AMP	Asset or Activity Management Plan
BC	Business Case
CMP	Corridor Management Plan
DC	District council
DSI	Deaths and Serious Injuries
GIS	Geographic Information System
GPS	Government Policy Statement on Land Transport
HNO	Highways & Network Operations section of NZTA
IAF	NZTA's Investment Assessment Framework
IDMF	NZTA's Investment Decision Making Framework
ILM	Investment Logic Mapping
LOS	Levels of Service
LTP	Long Term Plan
LTV	Long Term View
NOC	Network Outcomes Contract
NOF/NOP	Network Operating Framework/Networking Operating Plan
NPDC	New Plymouth District Council
NZTA	New Zealand Transport Agency
ONF	One Network Framework
ONRC	One Network 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
TIO	Transport Investment Online
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: 9 September 2020

Subject: **Waka Kotahi New Zealand Transport Agency Update**

Approved by: M J Nield, Acting Chief Executive

Document: 2580465

Purpose

1. The purpose of this memorandum is to provide the Committee with an update on the Waka Kotahi New Zealand Transport Agency's activities nationally and regionally. As part of this update there will be three presentations provided:
 - Regional Report - Emma Speight, NZTA
 - Road to Zero & Safe Network Programme - Junine Stewart, NZTA
 - Investment Prioritisation Methodology - Kevin Wright

Recommendations

That the Taranaki Regional Council:

- a) receives with thanks the presentations provided by Waka Kotahi New Zealand Transport Agency.

Decision-making considerations

2. 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

3. 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

4. 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

5. 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

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

Appendices/Attachments

Document 2580551: MoT Pedestrian Casualty Risk Report

Document 2580556: Detailed Explanation of the new draft Setting of Speed Limits Rule

Document 2580542: Waka Kotahi NZ Transport Agency Update (Powerpoint)

Document 2580564: Road to Zero (Powerpoint)

Document 2580568: Investment Prioritisation (Powerpoint)

Vehicle speed and pedestrian casualty risk

This report summarises the research on the relationship between speed and pedestrian casualty risk. It does not intend to establish a precise position on the pedestrian casualty risk at different impact speeds, but rather to present the range of evidence available. It remains the responsibility of anyone citing research to understand its relevance to a particular proposal.

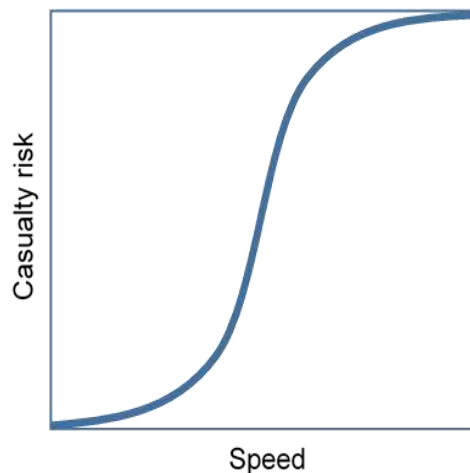
Speed and kinetic energy

Vehicle speed is one of the main factors in determining a pedestrian's probability of death if struck by a motor vehicle. Because kinetic energy is equal to half weight multiplied by speed squared, speed has an exponential impact on collision force. For example, a vehicle travelling 80km/h will produce 300% more kinetic energy than if it were travelling 40km/h.

Casualty risk curve

Research on the relationship between speed and pedestrian casualty risk typically produces an “s” shaped casualty risk curve, as illustrated in figure 1. This s-curve shows that slight differences in vehicle speed when travelling very slow (i.e. less than 20km/h) and very fast (i.e. more than 80km/h) have negligible impacts on casualty risk. For example, whether a vehicle is traveling 5km/h or 10km/h makes little difference to the survivability of a pedestrian. Likewise, a vehicle travelling 100km/h is virtually just as likely to result in pedestrian death as a vehicle travelling 120km/h. However, there is notable disagreement amongst experts on the casualty risk at “moderate” speeds, as demonstrated in table 1.

Fig 1: Typical S-curve relationship



Study author(s) and year of publication	Fatality risk (%) for different impact speeds ¹			Adjusted for bias
	30 km/h	50 km/h	70 km/h	
Yaksich (1964)	22	65	100	No
Ashton (1982)	5	50	90	No
Anderson et al. (1997)	10	84	100	No
Davis (2001)	1	10	50	Yes
Hannawald & Kauer (2004)	4	14	39	No
Cuerden et al. (2007)	2	12	33	No
Oh et al. (2008)	7	34	77	No
Rosen & Sander (2009)	2	8	38	Yes
Richards (2010)	1	8	45	Yes
Kong & Yang (2010)	3	26	82	Yes
Tefft (2011)	6	22	55	Yes

Why do the results differ so much?

Table 1 reveals significant variation in casualty risk both within and between the three reported speeds. The primary cause of this variation is due to bias introduced by outcome-based sampling. Outcome-based sampling bias occurs because many non-fatal vehicle-pedestrian incidents go unreported. Therefore, studies that do not adjust for this bias will generally produce higher risk probabilities.

There are many other differences between the studies, although in the event of a crash, regardless of its cause, the speed of impact is the most important determinant of the severity of injuries sustained and the probability of death and serious injury. Some studies exclude certain vehicle types, such as SUVs. Some studies exclude certain segments of the population, such as children. Sample sizes vary from study to study, and the population characteristics, such as age and physical resiliency, differ depending on the nation studied. Moreover, vehicle fleets differ between the studies, with size, shape, and weight of the vehicles all being important contributors to the casualty risk.

This should be considered when comparing the results of the studies. Regardless of whether they have been adjusted for bias, research that yields comparatively larger fatality risk percentages account for the most extreme situations in relation to vehicle size and pedestrian vulnerability.

This is an important consideration when applying the vision and principles of Road to Zero: New Zealand's road safety strategy. Under this approach, speed limits should be set considering the potential risk to the most vulnerable members of the population.

Medical treatment is another important consideration in estimating pedestrian casualty risk. As emergency response technology and capacity improve over time, pedestrians would be more likely to survive serious accidents with vehicles. Medical treatment also differs between countries. Kong and Yang (2010) specifically mention this as a likely reason why the risk they

¹ All results have been rounded to the nearest whole number and have, where necessary, been interpolated from miles per hour.

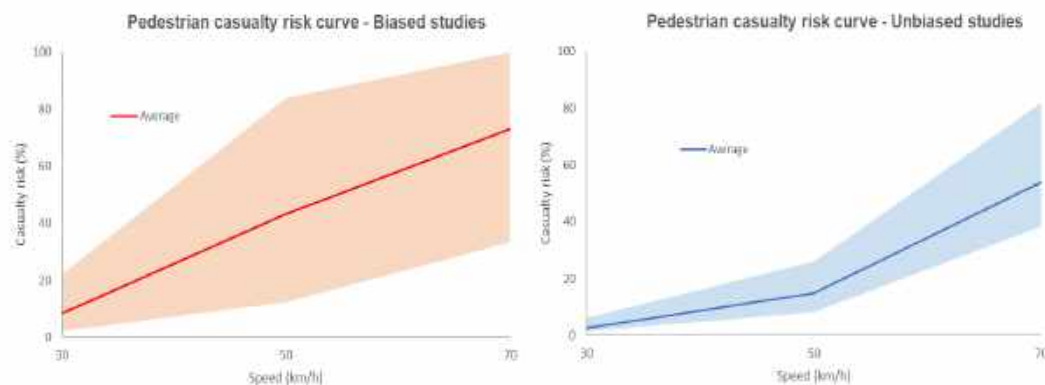


calculated for Chinese pedestrians struck at 70km/h is so much higher than the risk estimated by many of the other contemporary studies.

Estimating impact speed is another inherent complication in researching the relationship between vehicle speed and pedestrian casualty risk. Various methods have been used to identify impact speed, including: relying on driver-reported speeds, using witness/police estimates, assuming the vehicles were travelling the posted speed limit, and some have even used the length of tyre skid marks to determine vehicle speed.

Given the aforementioned issues, it is not surprising that pedestrian casualty risk estimates vary so much between studies. However, there is a noticeable difference between the earlier, biased, research, and the later work that has been adjusted for bias, as illustrated in figure 2.

Figure 2: Biased vs Unbiased casualty risk curves



Interpreting the results

Based on the average of unbiased estimates, illustrated in figure 2, the risk of pedestrian death when struck by a vehicle travelling 30km/h is 2.6%, at 50km/h is 14.8%, and at 70km/h is 54%. This is significantly different to the average of biased estimates of 8.3%, 43.2%, and 73.2% respectively.

However, all of the risk estimates reported thus far are absolute risk rates. When it comes to decision making it is more informative to consider changes in relative risk, i.e. the increase or decrease in likelihood of pedestrian death if the speed was increased or decreased by a certain amount.

Although the difference in casualty risk between a pedestrian being struck by a vehicle travelling 30km/h, and one travelling 50km/h, is only 12.2 percentage points in absolute terms, the relative risk varies substantially depending on which direction the speed changes.² For example, if the speed limit in a particular area was originally 30km/h, and this increased to 50km/h, the relative risk of pedestrian death if struck by a vehicle would rise by 470%.³ On the other hand, if the speed limit was originally 50km/h, and this decreased to 30km/h, the relative risk of pedestrian death if struck by a vehicle would reduce by 82%.⁴

² The relative risk percent simply varies depending on what speed is selected as the base, or reference, speed when computing the percentage change formula.

³ $(12.2 \div 2.6) \times 100$

⁴ $(12.2 \div 14.8) \times 100$



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DRAFT FOR TARGETED ENGAGEMENT – NOT GOVERNMENT POLICY

Proposed approach to speed management Land Transport Rule: Setting of Speed Limits



Enabling New Zealanders to flourish

July 2020



New Zealand Government

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Contents

Contents 2

Purpose of this document 3

How to navigate this document..... 4

1. Background 6

2. Key components of the new framework 8

 2.1 Summary..... 8

 2.2 Speed management plans..... 10

 2.2.1 Regional speed management plans 12

 2.2.2 State highway speed management plans..... 14

 2.2.3 Consultation on plans..... 15

 2.2.4 Certification of plans..... 15

 2.2.5 Out of cycle process for setting speed limits 16

 2.3 Independent speed management committee 17

 2.4 Register of Land Transport Records 18

 2.4.1 Bylaws 18

 2.5 Mandatory speed limits around schools 20

 2.5.1 Urban schools 20

 2.5.2 Rural schools..... 20

 2.5.3 Additional information..... 21

3. Other differences between the 2017 rule and the draft rule 21

 3.1 Summary..... 21

 3.2 Components of the draft rule that we are proposing to change 22

 3.2.1 70 km/h, 90 km/h and 110 km/h speed limits 22

 3.2.2 Variable speed limits 23

 3.2.3 Mean operating speed 24

 3.2.4 Urban traffic areas..... 24

 3.2.5 Waka Kotahi's role as regulator 25

 3.3 Components of the draft rule that would remain unchanged 26

 3.3.1 Default speed limits..... 26

 3.3.2 Temporary and emergency speed limits..... 26

 3.3.3 Signs and road markings 26

 3.3.4 Speed limits in designated locations..... 26

4. Transition 28

 4.1 Migrating bylaws 28

 4.2 Transitional speed management plans 28

 4.3 Safer speed limits outside schools 28

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Purpose of this document

The Government is developing the Setting of Speed Limits rule (the draft rule) as part of its *Tackling Unsafe Speeds* programme. This is intended to give effect to a new regulatory framework for speed management and the requirements for safer speed limits outside schools, and would replace the Land Transport Rule: Setting of Speed Limits 2017 (the 2017 rule).

This document is intended to provide local government and key stakeholders with visibility of the direction of the proposed changes to the 2017 rule. It is intended to allow key stakeholders to provide additional input into the drafting of the new Setting of Speed Limits Rule ahead of formal consultation on the draft rule. Formal consultation is expected to be carried out shortly after the 2020 General Election.

This document may also be used by local government to begin planning for implementation of the new speed management framework. However, while the overall approach has been agreed to by Cabinet, this document sets out proposed changes only. **It is not confirmed Government policy.** Some details outlined in this document may change subject to feedback from stakeholders, formal consultation, and during finalisation of the rule.

The Ministry welcomes any feedback you may have on the proposals in this document. While the overall policy has been agreed by Cabinet, we are interested to know whether the proposals outlined in this document are likely to create practical challenges when being implemented as there will be an opportunity to address these before the draft rule is finalised. Please send any feedback or questions to: speed@transport.govt.nz.

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How to navigate this document

This document consists of four parts.

Part 1 sets out the background and what has been done to date.

Part 2 sets out the key components of the new regulatory framework.

Key component	For more information, refer to:
<p>Speed management plans - The separate requirements for Waka Kotahi NZ Transport Agency (Waka Kotahi) (as an RCA) and territorial authority RCAs¹ in conjunction with regional transport committees to develop, consult on, and finalise speed management plans.</p> <p>Regional speed management plans would be certified by Waka Kotahi (as regulator).</p>	Section 2.2
<p>Speed Management Committee - The establishment of a speed management committee to certify Waka Kotahi's State highway speed management plans and to provide oversight of the information and guidance on speed management that Waka Kotahi (as regulator) provides to RCAs.</p>	Section 2.3
<p>Register of Land Transport Records - The requirement for all permanent, variable and seasonal speed limits to be entered into a national publicly searchable register. This register would be a single source of truth, and would give legal effect to all permanent, variable and seasonal speed limits in the country. Existing speed limits in bylaws would be transferred to the register.</p>	Section 2.4
<p>Safer speed limits around schools - The requirement for RCAs to reduce speed limits around:</p> <ul style="list-style-type: none"> • urban schools to 30 km/h (variable or permanent speed limits), with the option of implementing 40 km/h speed limits if appropriate • rural schools to a maximum of 60 km/h (variable or permanent speed limits). 	Section 2.5

¹ When the term "RCAs" is used in this document, we are referring to territorial authority RCAs. RCAs who are not territorial authorities are referred to as "non-territorial authority RCAs".

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Part 3 provides information on elements of the 2017 rule that would be replaced, as well as those that would remain unchanged.

Key component	For more information, refer to:
Components of the 2017 rule that would be replaced: <ul style="list-style-type: none"> • 70 km/h and 90 km/h speed limits • variable speed limits • mean operating speed • urban traffic areas • Waka Kotahi's role as regulator. 	Section 3.2
Components of the draft rule that would remain largely unchanged: <ul style="list-style-type: none"> • default speed limits • temporary and emergency speed limits • signs and road markings • speed limits in designated locations² 	Section 3.3

Part 4 contains information on transitioning to the new regulatory framework.

² While the types of designated locations would remain the same, speed limits in these areas must be entered into the Register of Land Transport Records, and RCAs have the option of using speed management plans to consult on speed limits in these locations.

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1. Background

Faster travel speeds increase the risk of a crash and, when a crash happens, increase the trauma involved. We know that speed is a major contributing factor to deaths and serious injuries on New Zealand roads.

We want a consistent, transparent and coordinated approach taken to speed management across our road network where decisions about engineering upgrades, speed limit changes and the roll out of safety cameras are made together.

We'd like to see our speed management decisions support safe and accessible environments for walking, cycling and travelling with children.

We have heard from local government that:

- Road controlling authorities (RCAs) find the current process for setting speed limits (which requires RCAs to make bylaws) resource intensive, time consuming and complex. This leads to confusion, delays and some RCAs putting off making speed management decisions that are sorely needed on our highest risk roads. The current process does not encourage regional collaboration among RCAs and speed management can often be done on a road-by-road basis. This leads to communities having little visibility about speed management changes across their region.
- There are opportunities to improve safety and accessibility around schools. Current speed limits outside many schools do not make walking and cycling an appealing mode of transport. Increased rates of children walking and cycling to school may also have a range of co-benefits, including health and accessibility benefits.

In response to this feedback, on 11 November 2019, the Government agreed to the *Tackling Unsafe Speeds* programme. The programme includes three components. These are:

1. Introducing a new regulatory framework for speed management to improve how RCAs plan for, consult on and implement speed management changes.
2. Transitioning to lower speed limits around schools to improve safety and encourage more children to use active modes of transport.
3. Adopting a new approach to safety cameras to reduce excessive speeds on our highest risk roads.

As part of the new regulatory framework, the speed management process would be aligned with the land transport planning process and bring together decisions about infrastructure investment and speed management. This would help ensure a more transparent process to speed management infrastructure, planning and implementation around the country.

Where are we at in the process?

We are developing the draft rule, which would give effect to the new regulatory framework for speed management and the requirements for safer speed limits outside schools. This would replace the 2017 rule. Waka Kotahi is also progressing the delivery of its safety

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camera and infringement processing operating model, which would see these safety camera functions transfer from the New Zealand Police to Waka Kotahi.

The Ministry had previously indicated that we would be formally consulting on a draft rule in mid-2020. However, drafting of the Land Transport (NZTA) Legislation Amendment Bill (NZTA Bill) (which impacts how some provisions in the rule would be drafted) and the rule, have been delayed due to redeployment of resources to respond to COVID-19. Public consultation on the draft rule is now anticipated to occur after the 2020 General Election (subject to Cabinet agreement).

Further information on the NZTA Bill can be found [here](#).

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2. Key components of the new framework

2.1 Summary

The draft rule proposes to introduce a new speed management framework to improve the way RCAs plan and implement speed management changes. Once introduced, Waka Kotahi would be required to produce a State highway speed management plan. This plan would set out proposed speed management reviews and safety infrastructure changes on the State highway network over a 10 year period. Plans would be developed every six years, with allowance for variation every three years (plans would provide more specific details about proposals for the first three years of the plan). An independent speed management committee would be established to certify this plan.

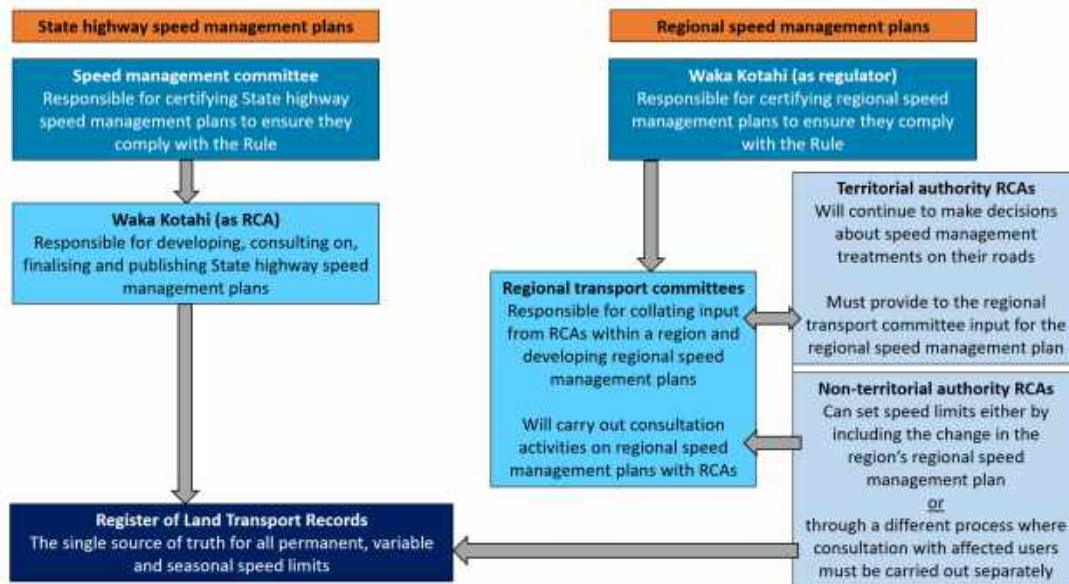
RCAs would be required to work collaboratively with their regional transport committee and Waka Kotahi to produce regional speed management plans, setting out speed management treatments in the region over a 10 year period. These plans would be developed every six years and would be updated every three years to align with the land transport planning process. Waka Kotahi (as regulator) would be responsible for certifying regional speed management plans. All speed management plans would be made publicly available on the Waka Kotahi website.

This approach would remove the current bylaw-making requirements. All speed limits would formally come into force through inclusion on a national register.

This framework would allow for a more coordinated and transparent approach to speed management. Through this planning process, RCAs would be required 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. These could be variable speed limits where appropriate, with the lower speed applying during school travel times.

The diagram and table below illustrate the key components of the new regulatory framework, and the new functions and responsibilities we are proposing to introduce. Under the new framework, there would be greater clarity of Waka Kotahi's role as a regulator and as an RCA, as there would be a clear distinction between Waka Kotahi's regulatory functions and RCA functions.

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Body	Responsibilities
Waka Kotahi (as an RCA)	<ul style="list-style-type: none"> Works with regional transport committees to develop, consult on, finalise and publish State highway speed management plans. <p><i>Note: Each regional transport committee includes a Waka Kotahi representative.</i></p>
Regional transport committees	<ul style="list-style-type: none"> Collate input from RCAs within a region and develop, consult on and finalise regional speed management plans. Provide a forum to encourage consistency across the network, managing interactions and implementation timing across RCAs, and working through any boundary issues with bordering regions.
Waka Kotahi (as regulator)	<ul style="list-style-type: none"> Certifies regional speed management plans prepared by regional transport committees to ensure they comply with requirements in the draft rule. Approves speed limit changes that are done outside the speed management planning cycle. Provides information and guidance on speed management to RCAs. Provides support and advice to the speed management committee, as well as playing an administration role.
Speed management committee	<ul style="list-style-type: none"> Certifies State highway speed management plans prepared by Waka Kotahi (as an RCA) to ensure they comply with the draft rule. Provides oversight of the information and guidance on speed management that Waka Kotahi (as regulator) provides under the draft rule, to ensure that the information is up to date and is fit for purpose.

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	<i>Note: Appointments to the speed management committee would be made by the Minister of Transport.</i>
Territorial authority RCAs	<ul style="list-style-type: none"> Continues to make decisions about speed management treatments on their roads. Provides input into the regional speed management plan to the regional transport committee.
Non-territorial authority RCAs	<ul style="list-style-type: none"> Continues to make decisions about speed management treatments on their roads. Can set speed limits either: <ul style="list-style-type: none"> through the process for setting speed limits in designated locations, or by including the change in the relevant regional speed management plan.
Registrar	<ul style="list-style-type: none"> Certifies all permanent, variable and seasonal speed limits in the Register of Land Transport Records – the intent is that this would be the single source of truth for these speed limits.

More information on the proposed new requirements is set out in the sections below.

2.2 Speed management plans

What is being proposed?

Waka Kotahi (as an RCA) would prepare and consult on a State highway speed management plan for the State highway network.

Territorial authority RCAs would each contribute to a regional speed management plan coordinated by regional transport committees.

It is proposed that speed management plans would set out the objectives, policies and measures for speed management on relevant roads for at least 10 financial years from the start of the plan, and include changes to speed limits (other than temporary and emergency speed limits), safety cameras and infrastructure on the relevant roads. Plans would be updated and consulted on again every three years.

The timing of both the State highway and regional speed management planning and consultation processes would be aligned with regional land transport planning to bring together speed management and infrastructure investment decisions. Waka Kotahi would be responsible for determining specific deadlines for each planning cycle.

It is intended that speed management plans must also:

- indicate how the plan is consistent with the road safety aspects of the Government Policy Statement (GPS) on land transport and any Government road safety strategy
- include an explanation of the approach to deciding whether to propose speed limit changes or infrastructure investments (including safety camera proposals)

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- include an implementation programme for at least 3 financial years from the start of the plan that sets out the timelines at which changes to speed limits, safety cameras and infrastructure on the relevant roads would be implemented
- include information about any speed limit area that an RCA has designated over relevant roads (see section 3.2.4 for more information on speed limit areas)
- include information about speed management treatments around schools, including a rationale for why any speed limits outside schools during school travel periods would be above 30 km/h, (see section 2.5 for more information on speed limits around schools)
- include a summary of changes to speed limits, safety cameras and infrastructure that have yet to fully take effect but have already been included in the implementation programme in a previous plan
- for any changes to speed limits that do not align with Waka Kotahi's view (as regulator) of what is the safe and appropriate speed for the road, include an explanation for why the change to the speed limit is being made.

Speed management plans would also describe the interactions where speed management proposals affect roads that interact across RCA responsibilities. This would include, for example, between local roads and State highways, and at the boundaries of regional speed management plans.

It is intended that when preparing a plan, each regional transport committee and Waka Kotahi (as an RCA) must have regard to the guidance and information developed and maintained by Waka Kotahi (as regulator).

Speed management plans would be consulted on to ensure local knowledge and community feedback is accounted for. All RCAs would be required to implement their proposals in final speed management plans. In order to give legal effect to new speed limits, RCAs would be required to lodge all speed limit changes for inclusion on the Register of Land Transport Records (see section 2.4 for more information on the Register of Land Transport Records).

How is this different from the existing process?

The development of speed management plans would replace and remove the current bylaw-making requirements when setting speed limits. It would also require RCAs and regional transport committees to consider speed management treatments across an entire region, rather than just on a road-by-road basis. Likewise, consultation would be done on the entire plan, rather than on a road-by-road basis.

Under the new framework, there would be greater emphasis on the expectation of RCAs to take a 'whole of network' approach to considering speed management changes. This includes consideration of infrastructure treatments (including safety cameras) in addition to, or instead of, speed limit changes to help achieve optimal road safety outcomes.

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Regional transport committees would play a greater role in speed management under the new framework. They would be responsible for collating input from RCAs within a region and updating draft regional speed management plans every three years.

This new framework would create a more coordinated approach to speed management, and it would encourage collaboration between RCAs and regional transport committees. The development of speed management plans and the process for certifying them would ensure there is greater accountability for speed management across the country. This would be particularly beneficial to the public, who would have far greater transparency of proposed speed management changes in their regions and across the country.

2.2.1 Regional speed management plans

All territorial authority RCAs would continue to make decisions about speed management treatments on their roads.

Regional transport committees would be responsible for collating input from RCAs within a region and developing draft regional speed management plans.

It is intended that proposals must be included in a regional speed management plan, in accordance with the timelines set by the regulator. We expect the regulator would set timeframes to coincide with development of regional land transport plans, to allow for coordination of decisions about infrastructure investment and speed management. The contributions of RCAs would be coordinated by regional transport committees into regional speed management plans. These plans should be certified by the regulator.

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Process for making regional speed management plans



Role of regional transport committees

Regional transport committees would provide a forum to:

- encourage consistency across the network
- manage interactions and implementation timing across RCAs, including interactions between local roads and the State highway network
- work through any boundary issues with bordering regions.

Regional transport committees would also:

- carry out consultation activities on regional speed management plans with RCAs
- provide final draft regional speed management plans to Waka Kotahi (as regulator) for certification
- finalise regional speed management plans for publishing.

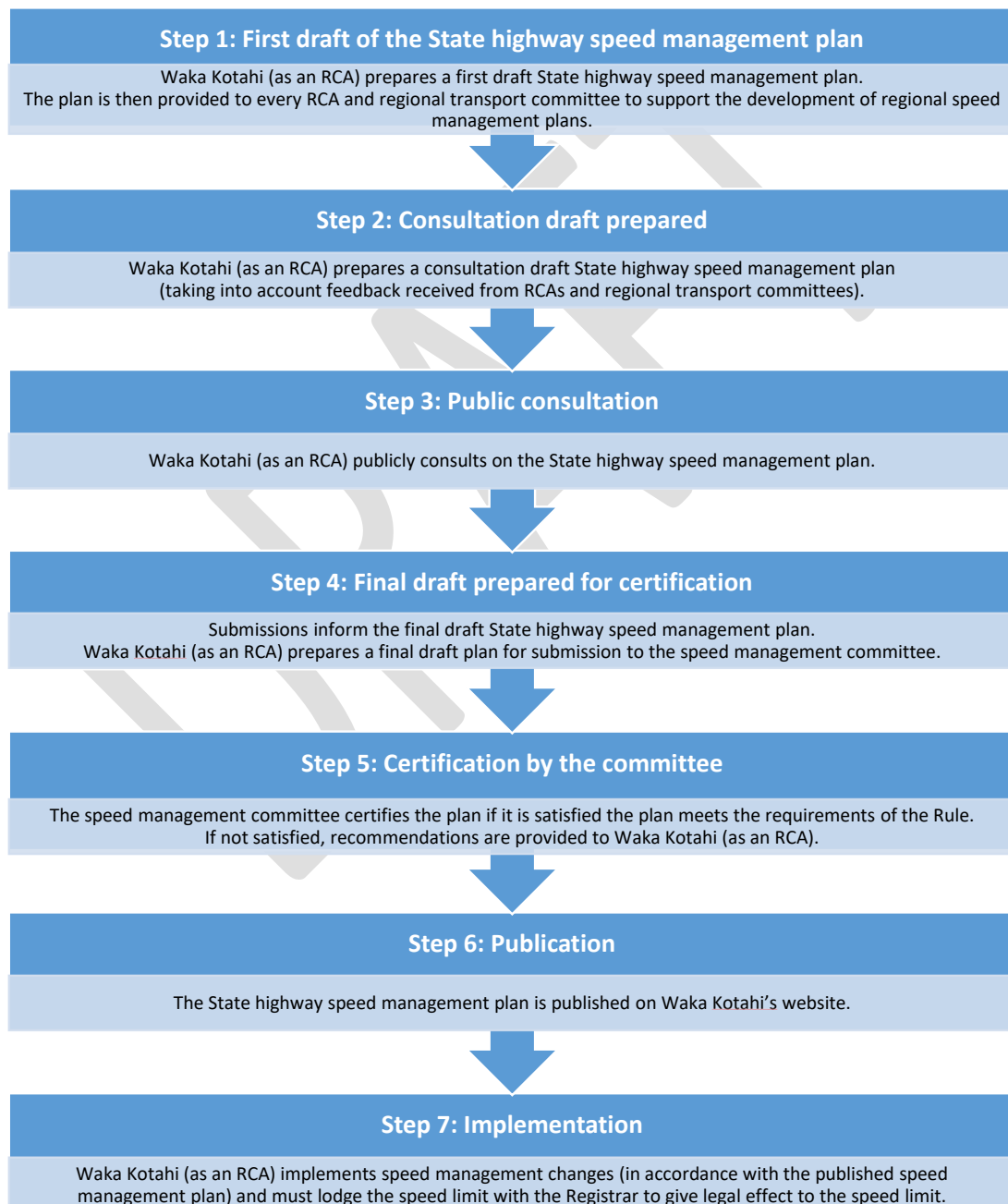
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2.2.2 State highway speed management plans

Waka Kotahi (as an RCA) would continue to make decisions about speed management treatments on the State highway network.

It is intended that proposals must be included in a State highway speed management plan, in accordance with the timelines set by the regulator. These plans must be certified by an independent speed management committee (refer section 2.3).

Process for making State highway speed management plan



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2.2.3 Consultation on plans

In general, the consultation process for speed management plans is expected to align with the consultation process for regional land transport plans.

The draft rule would provide flexibility for each region to determine the extent of the involvement of the regional transport committee, individual RCAs and Waka Kotahi (as regulator) in the consultation process. Consultation on regional and State highway speed management plans could be carried out in conjunction with one another and in conjunction with the relevant regional land transport plans, or the regional council's long-term plan or annual plan.

In order to fulfill the consultation requirements of the draft rule, regional transport committees and RCAs should meet similar requirements to those for regional land transport plans:

- consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002
- take reasonably practicable steps to consult Māori affected by any proposed change in a draft plan that affects or is likely to affect:
 - Māori land
 - land subject to any Māori claims settlement Act
 - Māori historical, cultural, or spiritual interests.
- establish and maintain processes to provide opportunities for Māori to contribute to the preparation of the plan.

2.2.4 Certification of plans

Waka Kotahi (as regulator) would formally certify regional speed management plans. Plans would be assessed against requirements set out in the draft rule.

An independent speed management committee would be established to certify Waka Kotahi's State highway speed management plan against the same requirements.

Certification would be a test to confirm that requirements in the rule had been met, rather than an opportunity to override decisions about individual speed management interventions. The regulator or the speed management committee would need to be satisfied that:

- the regional transport committee or Waka Kotahi (as an RCA), as the case may be, has confirmed that consultation has been carried out in accordance with the draft rule
- the plan complies with the content requirements as set out in the draft rule
- the plan takes a whole-of-network approach by including consideration of a range of speed management interventions
- the plan is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy

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- the plan includes an implementation programme for at least 3 financial years from the start of the plan that sets out the times at which the changes (if any) being proposed to speed limits, safety cameras and infrastructure on the relevant roads are proposed to come into force
- where the plan includes changes to speed limits that do not align with the regulator’s view of what is the safe and appropriate speed for the road, the plan also includes an explanation for why the change to the speed limit is being proposed.

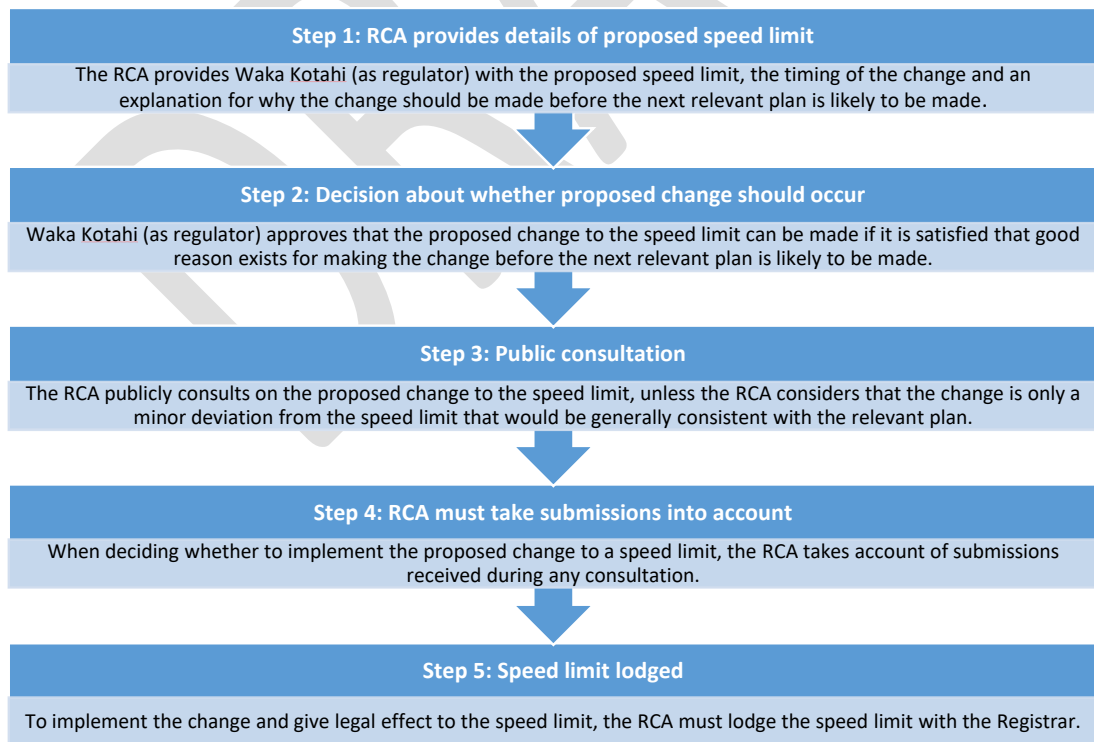
RCAs would need to provide a declaration that they have followed due process. If the regulator or the speed management committee is satisfied that the requirements in the rule have been met, it must certify the plan.

If the regulator or the speed management committee is not satisfied, it must refer the plan back to the regional transport committee or Waka Kotahi (as an RCA) with recommendations for how the plan should be varied to meet the requirements in the draft rule.

2.2.5 Out of cycle process for setting speed limits

We recognise that there could be situations where speed limits need to be set outside of the standard, three-yearly planning process. For example, if a new subdivision is built.

An RCA may change a speed limit, despite that change not being included in the relevant plan, by following the process below. Waka Kotahi must approve the speed limit.



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2.3 Independent speed management committee

What is being proposed?

An independent speed management committee (the committee) would be established under the draft rule to:

- certify State highway speed management plans prepared by Waka Kotahi (as an RCA) to ensure they comply with the draft rule
- provide oversight of the information and guidance on speed management that the regulator provides under the draft rule, to ensure that the information is up to date and is fit for purpose.

The committee may request that Waka Kotahi (as regulator):

- provide comment about any information or guidance the regulator has provided
- procure an independent review of any information or guidance the regulator has provided.

The committee would be supported, advised and administered by Waka Kotahi. Appointments to the committee would be made by the Minister of Transport, on advice from the Ministry of Transport.

The NZTA Bill includes an enabling provisions to allow rules to require Waka Kotahi to establish a committee for the purposes of speed management. This legislation would allow the draft rule to require Waka Kotahi to establish a speed management committee.

How is this different from the existing process?

The establishment of the committee is a new component under the new framework. At the moment, Waka Kotahi is the regulator for the speed management functions carried out by Waka Kotahi (as an RCA). However, Waka Kotahi would remain the regulator for some functions carried out by Waka Kotahi (as an RCA), including in relation to temporary speed limits and 110 km/h speed limits.

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2.4 Register of Land Transport Records

What is being proposed?

The principal way a speed limit would be set is by entering the speed limit into a national publicly-searchable register. This register would be a single source of truth, and would give legal effect to all permanent, variable and seasonal speed limits in the country.

The NZTA Bill establishes a Register of Land Transport Records (the Register). This is intended to be a source of truth for, and give legal effect to, categories of land transport decisions that are specified in regulations under the Land Transport Act 1998 (LTA). Waka Kotahi is the Registrar of the Register.

We intend for speed limits to be the first category of decisions that are required to be included in the Register.

RCAs would be responsible for providing Waka Kotahi, as Registrar, with the necessary details of a speed limit change. These could include:

- geospatial information about the speed limit
- the date on which the speed limit enters into force (which must not be earlier than the date the speed limit is entered in the register)
- the category of speed limit (ie permanent, variable or seasonal speed limit)
- for seasonal limits, the relevant dates and corresponding speed limits
- for variable speed limits, the relevant conditions and corresponding speed limits
- any other information required by the Registrar.

Upon receiving this information, the Registrar would be required to create a land transport record and include the record on the Register (assuming the lodgment meets any criteria the Registrar must check against). RCAs would be responsible for ensuring speed limit signage is changed at the time a new speed limit comes into effect. Signage requirements are intended to remain consistent with the 2017 rule.

A speed limit would have legal effect from the in-force date on the Register.

In the short to medium term, temporary and emergency speed limits would not be entered into the Register. The process to enable temporary and emergency speed limits to be legally enforceable would be the same as the process under the 2017 rule. In the long term, we expect the Register to be able to accommodate temporary and emergency speed limits.

2.4.1 Bylaws

The NZTA Bill enables regulations under the LTA to require the creation of a land transport record³ for any bylaw and to manage conflicts and overlaps between land transport records and bylaws (including by requiring a bylaw, or part of a bylaw, to be amended, replaced or revoked).

³ A 'land transport record' would give legal effect to approved land transport decisions (for example, permanent speed limits).

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The intention is for bylaws to no longer form part of the speed limit setting process. RCAs would have a period of time to transfer all existing bylaws onto the Register. All future permanent, variable and seasonal speed limits would be given legal effect through inclusion on the register.

Once the draft rule is in place, if RCAs choose to set speed limits through a bylaw making power outside the rule, they would be required to immediately create a land transport record for the speed limit. In addition, the bylaw (or the speed limit component of the bylaw if the bylaw contains decisions on multiple things) would be required to be revoked once it is entered into the Register.

How is this different from the existing process?

The establishment of the Register is a new component under the new framework. As indicated above, the draft rule would no longer refer to the creation of bylaws.

The new framework would replace and remove the bylaw-making requirements under the 2017 rule when setting speed limits. Existing speed limits set out in bylaws and council resolutions would be required to be transferred to the Register. The draft rule would contain transitional provisions to enable this to happen (refer section 4).

This would ensure the Register is the single source of truth for all permanent, variable and seasonal speed limits and that bylaws are divorced from the speed limit setting process.

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2.5 Mandatory speed limits around schools

What is being proposed?

In November 2019, Cabinet agreed that RCAs be required to transition to safer speed limits around schools over the 10 years of the *Road to Zero* strategy, which would include:

- reducing speed limits around urban schools to 30 km/h (variable or permanent speed limits), with the option of implementing 40 km/h speed limits if appropriate
- reducing speed limits around rural schools to a maximum of 60 km/h (variable or permanent speed limits).

2.5.1 Urban schools

It is intended that an RCA must set the speed limit outside an urban school as:

- a variable speed limit where 30 km/h is the speed limit in force during school travel periods
- a permanent speed limit of 30 km/h.

Under certain conditions, an RCA may set the speed limit outside an urban school as:

- a variable speed limit where 40 km/h is the speed limit in force during school travel periods
- a permanent speed limit of 40 km/h.

RCAs should include, in the relevant speed management plan, an explanation for setting the speed limit outside the school at 40 km/h instead of 30 km/h.

2.5.2 Rural schools

It is intended that RCA must designate a school as a rural school by indicating in the relevant speed management plan if:

- the school is not in a speed limit area of 50 km/h or lower
- the RCA has had regard to any guidance provided by the regulator about speed limits outside schools

An RCA must set the speed limit outside a rural school as:

- a variable speed limit where 60 km/h or less is the speed limit in force during school travel periods
- a maximum permanent speed limit of 60 km/h.

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2.5.3 Additional information

RCAs would be required to achieve lower speed limits around all schools within their area of responsibility over the 10 years of the *Road to Zero* strategy.

An RCA may determine what sections of road are considered “outside a school” (and therefore must have the lower speed limit applied), having regard to typical or expected routes for pedestrians to access the school and the purpose of encouraging children to make greater use of active modes of transport to and from school. Infrastructure changes on some roads may be installed to support the introduction 30 km/h speed limits.

RCAs would be encouraged to consider speed management treatments in the broader area around a school to improve safety and access for children who may use active modes of transport to get to and from school. Consideration of appropriate speed management interventions in the wider vicinity of a school requires more planning than simply reducing the speed limit on the road outside a school entrance. This is why RCAs have 10 years to make necessary changes.

How is this different from the existing process?

Currently, there is no requirement for RCAs to set certain speed limits around schools.

The Speed Management Guide and Safer Journeys for Schools Guide encourage:

- 40 km/h permanent or variable speed limits outside urban schools
- 60 km/h variable speed limits where there is an identified turning traffic risk. This generally applies outside rural schools, where there is a permanent 80 km/h speed limit or where the mean operating speed is 80 km/h if the posted speed limit is 100 km/h.

3. Other differences between the 2017 rule and the draft rule

3.1 Summary

The 2017 rule established a new speed limit setting mechanism focused on assisting RCAs to set safe and appropriate speed limits, in particular in areas where there are high-benefit opportunities for the optimisation of safety and efficiency. The 2017 rule established a new obligation for Waka Kotahi to develop and maintain information about speed for all roads, and to supply the above information to RCAs.

Feedback from local government and key stakeholders suggests that these elements of the 2017 rule are working effectively. However, through monitoring of the 2017 rule, we have heard that some components of the 2017 rule are not working so well in practice.

The 2017 rule is also focused on reviewing, proposing and setting speed limits on a road-by-road basis. The current process for setting speed limits does not encourage regional collaboration among RCAs and speed limit changes are often carried out on an ad hoc, road-by-road basis. In addition to being resource intensive, this leads to communities having little visibility about speed management changes across their region, and in some cases a lack of accountability around speed management.

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The new regulatory framework would create a more transparent and coordinated approach to speed management through encouraging collaboration between RCAs and regional transport committees. Waka Kotahi would also be more involved in the early engagement with RCAs and providing speed management guidance, including guidance relating to the issues described in this section. The development of speed management plans and the process for certifying them would ensure there is greater transparency and accountability for speed management across the country.

To deliver the intent of the proposed planning process for RCAs, some of the requirements in the 2017 rule would no longer need to be prescribed in the draft rule. Instead, RCAs would determine what speed management changes are appropriate on their networks, having regard to the guidance provided by Waka Kotahi (as regulator).

3.2 Components of the draft rule that we are proposing to change

There are number of components of the 2017 rule that we are proposing to change under the draft rule to help embed the new regulatory framework. This reflects feedback the Ministry has received from local government and key stakeholders. These components are outlined below.

3.2.1 70 km/h, 90 km/h and 110 km/h speed limits

What is being proposed?

We propose to allow RCAs to set 70 or 90 km/h speed limits without the requirement to obtain approval from Waka Kotahi.

It is intended that these changes must be signalled in speed management plans, or set using the appropriate process if they are done outside of the speed management planning process.

RCAs would continue to be required to seek approval from Waka Kotahi (as regulator) before setting a 110 km/h speed limit.

How is this different from the existing process?

Under the 2017 rule, RCAs must obtain approval from Waka Kotahi before they can set 70 or 90 km/h speed limits. RCAs would be able to set 70 and 90 km/h speed limits, having regard to guidance prepared by Waka Kotahi as regulator.

Why is this change being proposed?

The requirement for RCAs to obtain approval from Waka Kotahi before they can set 70 or 90 km/h speed limits was to phase out 70 and 90 km/h speed limits. The reasons for this include:

- at higher travel speeds, road users can have trouble differentiating speed differences of just 10 km/h

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- when using 20 km/h increments for speed limits between 60 km/h and 100 km/h, there are fewer and more distinct speed limit categories for people to understand and recall.

However, we have heard from a number of RCAs that New Zealand roads do not necessarily fall into three distinct 60, 80 and 100 km/h self-explaining categories. On certain types of roads, 70 and 90 km/h speed limits may be suitable and some RCAs would like to have the ability to set these speed limits based on their knowledge of the local road network. RCAs may also find these speed limits are a useful 'interim' speed limit.

3.2.2 Variable speed limits

What is being proposed?

We propose to allow RCAs to set variable speed limits without the requirement to obtain approval from Waka Kotahi.

RCAs would be able to set variable speed limits in certain circumstances specified in the draft rule. Waka Kotahi would retain approval powers outside these circumstances for some variable speed limits (we expect these cases to be rare).

An RCA would be able to set a variable speed limit through the relevant speed management plan if it is satisfied that:

- a) the speed limit needs to vary in order to be safe and appropriate
- b) it is necessary to address or manage one or more of the following situations or environments:
 - i. different numbers and types of road users or different traffic movements
 - ii. the effects of changing traffic volumes, including to ease congestion
 - iii. for emergency or temporary traffic management
 - iv. a crash risk posed by turning or crossing traffic
 - v. changing environmental conditions
 - vi. the presence of a school (refer section 2.5).

If an RCA is not satisfied of the required matters above, it may only set a variable speed limit if it has Waka Kotahi's (as regulator) approval.

How is this different from the existing process?

The 2017 rule specifies the circumstances, when variable speed limits may apply, and requires RCAs to obtain approval from Waka Kotahi before they can set variable speed limits (Waka Kotahi has provided general approval for 40 km/h variable speed limits outside schools in the *New Zealand Gazette*). Under the draft rule, RCAs would be able to set variable speed limits, having regard to guidance prepared by Waka Kotahi (as regulator).

Why is this change being proposed?

A number of RCAs have indicated their desire to set variable speed limits without the requirement to obtain approval from Waka Kotahi. This change would provide greater flexibility for RCAs to be able to do this. The new framework would support this change through improved speed management transparency and accountability, and guidance from

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Waka Kotahi (as regulator) on what variable speed limits are safe and appropriate in different situations.

3.2.3 Mean operating speed

What is being proposed?

Under the 2017 rule, when setting a permanent, seasonal, or variable speed limit, an RCA must aim to achieve a mean operating speed less than 10 percent above that speed limit.

We propose to remove this clause.

The mean operating speed would remain a component of Waka Kotahi's guidance as an issue RCAs must have regard to when setting speed limits. However, it would not be a regulatory requirement for RCAs to aim to achieve mean operating speeds less than 10 percent above that speed limit.

How is this different from the existing process?

As noted above, currently RCAs must aim to achieve a mean operating speed less than 10 percent above any permanent, seasonal, or variable speed limit. If they cannot do this, the proposed speed limit may not be approved.

Why is this change being proposed?

The requirement for RCAs to demonstrate how they will achieve a mean operating speed less than 10 percent above a speed limit prevents some speed limits from being implemented. This requirement is particularly strict for lower speed limit areas. For example, some RCAs have been unable to implement 30 km/h variable speed limits around schools.

Under the draft rule, RCAs would be required to set 30 km/h speed limits outside urban schools. In some cases, an RCA might consider a variable 30 km/h speed limit to be more appropriate than a permanent speed limit. There are a range of considerations to balance in this situations, but the installation of permanent infrastructure to slow traffic down is not always appropriate, where an RCA would like to support higher travel speeds outside school hours. Mean operating speeds would remain a key consideration for RCAs but would not be a formal restriction in the draft rule.

Waka Kotahi (as regulator) would provide guidance to RCAs on how they can encourage vehicles to travel at lower speeds in these situations.

3.2.4 Urban traffic areas

What is being proposed?

We propose to replace 'urban traffic areas' with 'speed limit areas' to allow RCAs to have greater flexibility in setting speed limit zones.

The 2017 rule provides for an urban speed limit of 50 km/h, which is set by designating an area as an 'urban traffic area'. We are proposing to replace these with 'speed limit areas'

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that would allow RCAs to set a speed limit across the area (and it would not have to be 50 km/h). RCAs are increasingly considering urban speed limit areas that are not 50 km/h, for example, low traffic volume, residential areas of 40 km/h.

It is intended that speed limit areas must be specified in speed management plans. A speed limit area would allow an RCA to define the boundaries of an area, propose a speed limit, consult on this proposal, and submit it to the Registrar.

How is this different from the existing process?

Under the 2017 rule, 50 km/h is the only blanket speed limit that can be set by defining the boundaries of an area. 'Speed limit areas' would allow a range of speed limits to be set in this way.

Why is this change being proposed?

As noted above, replacing 'urban traffic areas' with 'speed limit areas' would allow RCAs to have greater flexibility and ability to set widespread speed limits other than 50 km/h. This reflects feedback from a number of RCAs who have indicated their desire to do this.

3.2.5 Waka Kotahi's role as regulator

Waka Kotahi (as regulator) would continue in its role as regulator of speed management in New Zealand, although there would be some changes to its powers and functions as part of the new regulatory framework.

Waka Kotahi (as regulator) would continue in its regulatory stewardship role and provide guidance to support speed management throughout the country. However, as part of the new regulatory framework Waka Kotahi's (as regulator) role would change in the following ways:

- Removal of some of its approval powers (refer sections 3.2.1, 3.2.2 and 3.2.3)
- Providing additional guidance to the sector, including on speed limits around schools, setting 70 and 90 km/h speed limits and setting variable speed limits
- Certifying regional speed management plans (refer section 2.2.4)
- Establishing an independent speed management committee to perform some of its regulatory oversight of Waka Kotahi (as RCA) (refer section 2.3)
- Its existing role of ensuring compliance with the 2017 rule would be carried out in the context of the draft rule.

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3.3 Components of the draft rule that would remain unchanged

There are number of components of the 2017 rule that we are proposing to keep the same (or keep relatively similar) under the draft rule. These are outlined below.

3.3.1 Default speed limits

Under the 2017 rule, the default rural speed limit is 100 km/h. This applies on all roads that are motorways and all roads not within a designated urban traffic area. We propose to retain the default speed limit of 100 km/h. This would apply on all roads in which a speed limit has not otherwise been set.

Note: As outlined in the previous section, the 2017 rule also provides for an urban speed limit of 50 km/h, which is set by designating an area as an 'urban traffic area'. We are proposing to replace 'urban traffic areas' with 'speed limit areas' to enable RCAs to apply a speed limit other than 50 km/h to a defined area.

3.3.2 Temporary and emergency speed limits

The process for setting temporary and emergency speed limits would be the same as the process under the 2017 rule.

Temporary and emergency speed limits do not have to be included in speed management plans and in the short to medium term, would not be entered into the Register.

Temporary and emergency speed limits would continue to take precedence over a permanent, variable or seasonal speed limit in the Register.

3.3.3 Signs and road markings

All signs and road marking requirements would remain the same as the requirements in the 2017 rule.

3.3.4 Speed limits in designated locations

An RCA (other than a territorial authority or Waka Kotahi (as an RCA)) may set a speed limit for a road in a designated location.

Examples of designated locations include a car park, airport or beach.

Before setting a speed limit on road in a designated location, an RCA must consult with Waka Kotahi (as regulator), the Commissioner of Police and any other persons or groups who the RCA considers to be affected by the proposed speed limit.

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In general, this section of the draft rule remains largely unchanged from the 2017 rule. However, under the draft rule a speed limit set in a designated location must be entered on the Register for it to be a legally enforceable⁴ speed limit.

A speed limit for a road in a designated location can also be set if the RCA makes a submission to the relevant regional transport committee for inclusion in the relevant regional speed management plan. In this case, consultation on the proposed speed limit(s) would be done as part of the consultation on the regional speed management plan.

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⁴ By legally enforceable, we mean that infringement notices could be issued and prosecution action could be taken against drivers. The owner of a private car park can still, for example, trespass a person who breaches its conditions of use by not adhering to speed limit signs, even if these speed limits are not entered on the register.

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4. Transition

The draft rule introduces a new regulatory framework for speed management and there are three key elements to the transition. These include:

- 1) Migrating existing bylaws into the Register
- 2) Preparing transitional speed management plans
- 3) Introducing safer speed limits outside schools

4.1 Migrating bylaws

The Register is being developed by Waka Kotahi to allow RCAs to submit their existing permanent, variable and seasonal speed limits set through bylaws to the Registrar. This would include urban traffic areas. Roads without a bylaw that sets the speed limit are deemed to have the default speed limit of 100 km/h.

Subject to the Register being fully operational, RCAs would be expected to work with Waka Kotahi to migrate all the speed limits on their road network into the Register over the 12 months from the draft rule coming into force.

4.2 Transitional speed management plans

The draft rule is expected to be signed in early 2021. We appreciate this does not provide enough time to coordinate a full speed management planning process alongside the GPS 2021 and Regional Land Transport Plan 2021 processes. However, RCAs would be encouraged to begin incorporating the new framework into their thinking during these 2021 planning processes.

Over the course of 2021 and 2022, RCAs and regional transport committees would work with Waka Kotahi to prepare transitional speed management plans. Over this time, RCAs and regional transport committees could choose to consult on and finalise these transitional plans. Transitional plans would provide the flexibility for RCAs to progress speed management changes while the new processes are implemented. Alternatively, RCAs individually could consult on and set speed limits.

From 2023, the new speed management framework would be in place. RCAs and regional transport committees would be required to prepare, consult on and finalise speed management plans alongside the GPS 2024 and RLTP 2024 processes.

4.3 Safer speed limits outside schools

As discussed above, the Government has agreed that RCAs would be required to ensure lower speed limits outside all schools by 2030 (ie over the life of the *Road to Zero* strategy).

Regional Transport Committee

Taranaki
9 September 2020



New Zealand Government

NLTP development

- The date for RLTPs to be submitted has been extended by two months – from 30 April to 30 June 2021.
- The adoption of the NLTP is deferred two months – from 30 June to 31 August 2021.
- The two-month extension is to help reduce pressure and provide certainty for regional councils.
- This shift of two months is the same change to deadlines that we adopted for the 2018-21 NLTP.



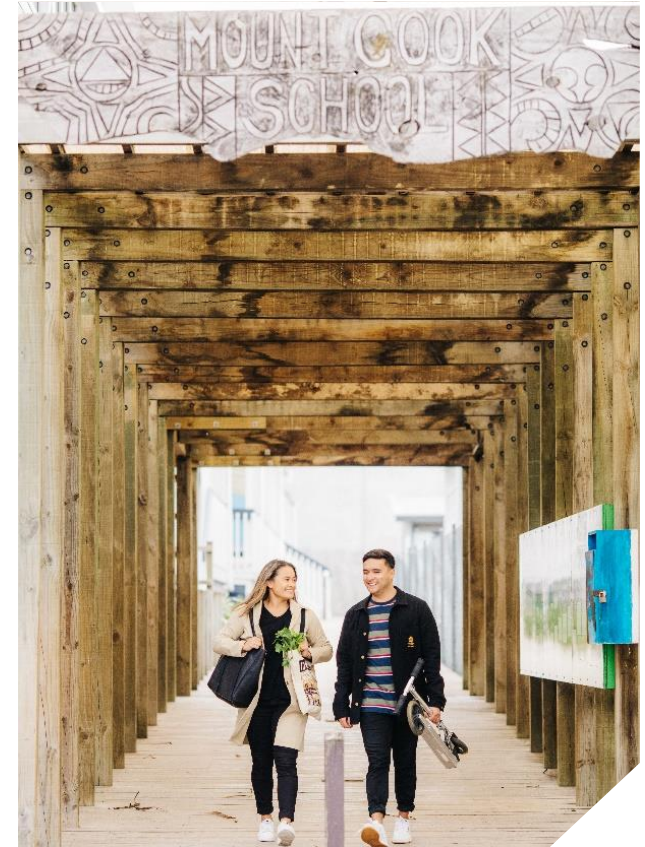
Funding Assistance Rates (FAR)

- FARs for the 2021-24 NLTP have been set.
- Under the new rates, 22 approved organisations will see their rates increase, 47 will remain the same, while 11 will move to lower rates.
- The overall average FAR rate remains 53%
- The Board also confirmed the FARs for Special Purpose Roads (SPRs).
- In the absence of an agreed transition plan, the rate for SPRs for the 2021-24 NLTP is 100%. From 1 July 2024, these roads will revert to normal FAR.



Investment Decision-Making Framework (IDMF)

- The IDMF is effective from 31 August and applies to any business case that starts on or after 31 August.
- There are a series of Q&A sessions in September with our IDMF subject matter experts.
- We also have videos about the key IDMF changes available on InvestHub.
- InvestHub is our new portal that will become our single access point for all investment-related guidance, tools and learning information.



Arataki

Arataki V2 is now live



Arataki V2 assesses the likely regional and community impacts of COVID-19 on the land transport system



Arataki V2 provides easier access to data and information to help with RLTP development and other planning



Asset Management Data Standard (AMDS)

- In late July, we released the first version of the AMDS to improve how we manage land transport assets.
- Five workshops were held in early August, giving attendees the opportunity to learn and provide essential feedback.
- We're seeking feedback from anyone with an interest in the development and implementation of the standard.
- There will be four releases leading up to the AMDS being implemented in mid-2021.



Accessible Streets Consultation

- Accessible Streets is a package of national rule changes to support a move away from private vehicle use in urban centres to more energy efficient, low-cost and healthier transport options like walking, cycling and public transport.
- A national framework with local adaptations to fit local conditions.
- There are nine proposals in total.



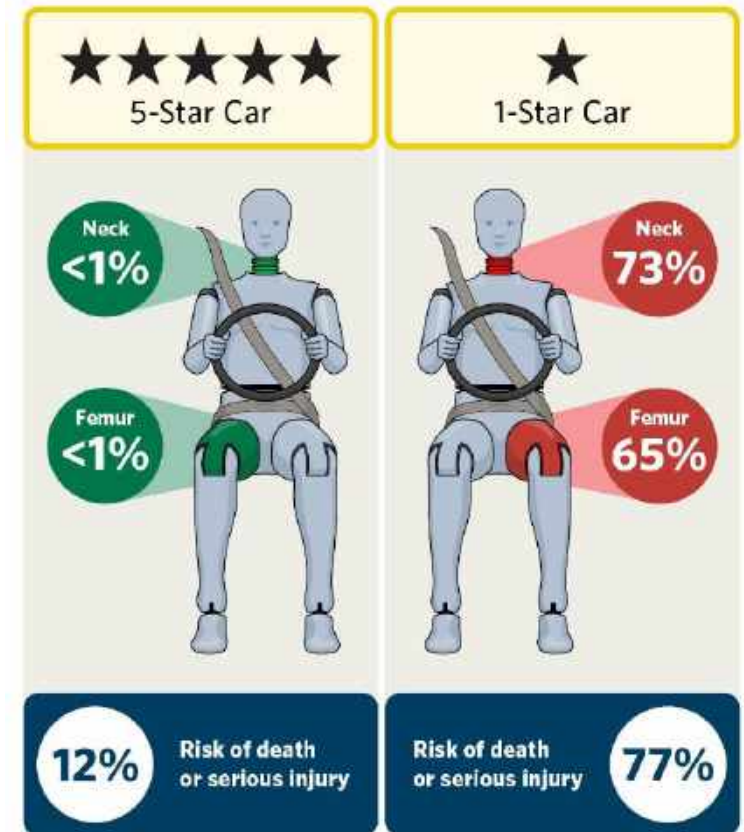
Driver distraction partnership

- We're collaborating with 2Degrees, Vodafone, Spark, Auckland Transport and NZ Police to raise awareness around the issue of mobile phone driver distraction.
- The partnership aims to develop a series of thought-provoking campaigns and initiatives over the coming year to spread the word to 'drive undistracted'.



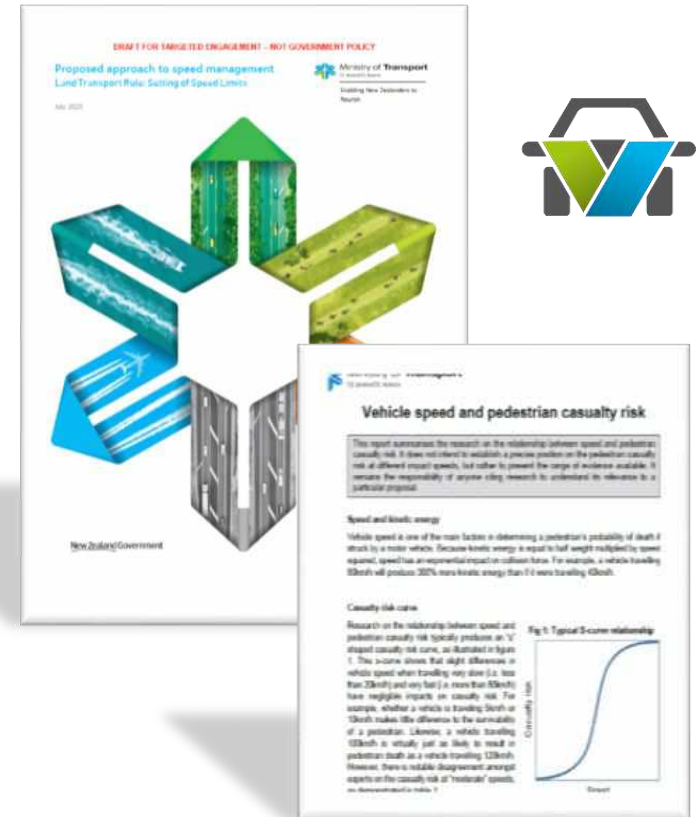
Star ratings save lives in crashes

- We've released new crash test footage demonstrating that the choice you make when buying your next used car could be a life and death decision.
- The footage shows the results of a controlled head-to-head crash test between a 1-star and a 5-star safety rated vehicle.
- The outcome for the crash test dummies in each car showed a 77% chance of serious injury for the driver of the 1-star rated vehicle, compared to just a 12% chance of serious injury for the driver of the 5-star car.



Proposed approach to speed management

- In July the Ministry of Transport, through Local Government NZ, distributed two documents to RCA Forum members, Chief Executives and TSIG members.
- The explanatory document provides visibility of the direction of the proposed changes to the setting of speed limits rule.
- The proposal is at an early engagement stage and the Ministry of Transport welcomes any feedback you may have.
- Please send any feedback or questions to: speed@transport.govt.nz



Taranaki- Regional Updates

September 2020



SH43 Project (The Forgotten World Highway)

Approved funding

- **\$9.6m** from the Provincial Growth Fund for sealing the 12km section of unsealed road through Tangarakau Gorge
- **\$13.45m** from the regional package of the NZ Upgrade Programme for the remainder of the improvements set out in the business case plus two culvert replacements



SH43 Project Updates

Project	Construction	Status
Passing and wayfinding opportunities	Late 2020-late 2021	<ul style="list-style-type: none"> Engagement with key stakeholders including local councils, Venture Taranaki and iwi is progressing well Detailed design will be undertaken through the seal extension contract
Moki Tunnel improvements	TBC following ecological survey completion	<ul style="list-style-type: none"> Regional bridge consultant defining the scope of the improvements
Preventative maintenance strategy	Ongoing	<ul style="list-style-type: none"> A workshop with key stakeholders has been undertaken. Report to be developed by October
Kahouri Stream Bridge Replacement	2021-2023	<ul style="list-style-type: none"> Regional bridge consultant defining the scope of improvements
Manawawiri Stream culvert replacement (bridge)	Late 2020-2021	<ul style="list-style-type: none"> Detailed design is underway and a consent application for the removal of the existing culvert is being reviewed
Pohokura Stream culvert replacement	July 2020-October 2020	<ul style="list-style-type: none"> Work started in August 2020 and is progressing well. Foundations of the new bridge are currently being laid
Safety improvements	Dec 2020-Dec 2023	<ul style="list-style-type: none"> Over 50 sites has been identified for safety improvements. Installation of signage and line markings will start at the end of the year

SH43 Sealing the Tangarakau Gorge

- Construction of first 2km due start in October
- Site visits with iwi have been carried out and a successful community drop-in session was held in Whangamomona in July
- Design of the remaining 10km is underway



Pohokura Culvert Bridge

- A bridge is being built over the damaged culvert next to the temporary Bailey Bridge
- Once the new bridge is completed the road will be reinstated to two lanes and the temporary bridge will be removed
- Minimal disruption to traffic while the work is underway as no road closures are required.
- Work started in August and is expected to be complete early 2021



GRAPHICAL PRESENTATION
KTE

Taranaki Regional Update

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
State highway maintenance, operations and renewals	\$18m (includes former WWSNOC 105km)	01/07/2020 (TNOC20 start date)	0%	<ul style="list-style-type: none"> 2020/21 year is the first year of the Taranaki NOC 2020 contract and the final year of the 2018-21 NLTP funding period. The 20/21 year completes the 2018-21 NLTP programme. 2020/21 year programme (lane km): <ul style="list-style-type: none"> Reseals: 42-44km (0% complete - season has not started) SCRIM: 9.8km (0% complete – season has not started) Rehabs & SACs: 3.2km (0% complete – season has not started) Thin Asphalt: 2.9km (0% complete – season has not started. Programmed planned for 2 time periods – November / December and March / April.
Low Cost / Low Risk	\$0.75M resilience		10% 10% 0%	<ul style="list-style-type: none"> SH43 Whangamomona retaining walls x 2 – design completed. Indicative completion April 2021. SH43 Tangarakau Gorge – x 3 erosion protection SH3 Ahititi Stock Effluent Facility

Taranaki Regional Update |

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Emergency Works	\$8m (high level estimate)		10%	<ul style="list-style-type: none"> SH43 Tunnel Hill: Temporary repair completed, Designs / Options for permanent repair to reinstate the road to two lanes being confirmed.
			50% (end of Aug)	<ul style="list-style-type: none"> SH43 Hospital Hill: Retaining wall – contractor on track to achieve end of November completion.
			35% (end of Aug)	<ul style="list-style-type: none"> SH43 Pohokura Culvert – Consent granted. Work commenced August 2020 and programmed for completion October / November 2020.
			15%	<ul style="list-style-type: none"> SH43 West Otunui – consent granted. Realignment with programmed completion date March 2021.
			10%	<ul style="list-style-type: none"> SH43 Tahora Saddle – Design being finalised. Construction target for completion in April 2021.

Taranaki Network Update – Emergency Works

SH43 Hospital Hill progress

- Piles for the retaining wall have been installed and work to anchor the wall to the road is also underway
- The timber planking that will form the basis of the wall is being installed
- Once complete the retaining wall will measure 165 metres long and 4.5 metres high at its highest point



Taranaki Network Update SH44 Moturoa Safety Improvements

- Half roundabout was completed in June
- Poles for the signalised pedestrian crossing have been installed and the lights will be installed by the end of September
- Feedback from the community and local businesses has been positive



Taranaki Large Capital Project Updates

Activity	2018 – 21 NLTP (\$)	Key date(s)	Progress	Commentary
Mt Messenger Bypass (\$ 200m)		July – August	Complete	<ul style="list-style-type: none"> Ngati Tama, Waka Kotahi and LINZ have signed the bypass agreements. High Court hearing completed in August on appeals to the interim decision from the Environment Court on the bypass consents. Property matters are ongoing. Final decisions expected from the Environment and High Courts. Construction starts but is dependent on gaining consents and landowner matters
		October – November 2020	Ongoing	
		2020- 2021	Not Started	
Tongaporutu Intersection Improvements	\$1.6m	July – August 2020	Complete	<ul style="list-style-type: none"> Tender for construction Tender evaluation Appointment of contractor and construction
		August – Sept 2020	Underway	
		October 2020- March 2021	Awaiting commencement	
Rapanui Passing Lane	\$8.8m	July – August 2020	Complete	<ul style="list-style-type: none"> Tender for construction Tender evaluation Appointment of contractor and construction
		August – Sept 2020	Underway	
		October 2020 – Feb 2022	Awaiting commencement	

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

- Resilience work on SH3 between Awakino and Mt Messenger is now complete.
- The COVID delays impacted the completion of a new passing lane at the Western end of the SH3 Awakino Gorge, an area known as Ladies Mile. The remaining pavement and surfacing works have been deferred until October 2020.
- Construction tenders for the Tongaporutu intersection improvements and Rapanui Passing Lane (North of Tongaporutu) are currently being evaluated, with work set to start at these two sites in late 2020.



Mt Messenger Bypass



Mt Messenger Bypass

- Ngāti Tama voted in favour of the agreements with Waka Kotahi NZ Transport Agency, with a staggering 82 percent of those who voted, giving their support.
- Appeals to the project's Environment Court interim decision were held at the High Court in New Plymouth on 24-26 August, with a late withdrawal from one of the appellants (Te Korowai).
- A swell of media interest leading up to and during the High Court Hearing occurred with coverage on landowner property matters and challenges about kaitiaki versus stewardship.

Key milestones pre-construction

Environment Court

Final decision
Oct - Nov

High Court

Determination
Oct – Nov

Property negotiations

Ongoing

Work-ready

- We are preparing for a construction start but the timing is dependent on legal decisions and securing further property needed for the bypass.
- Finalising bypass design.
- Construction programming underway.
- Preparing procurement approaches.



Taranaki Project Updates – Safety

Activity	2018-21 NLTP	Key date(s)	Progress	Commentary
SH3 Waitara to Bell Block Speed Review	\$1.45M for the Taranaki Region for several speed reviews	Consultation completed	Green	<ul style="list-style-type: none"> We are finalising documentation to be able to announce the outcome of this speed review in the coming months (2020)
SH45 New Plymouth to Hāwera		Technical assessment underway	Green	<ul style="list-style-type: none"> We are currently undertaking technical assessments on the current speed limits for this corridor. After the assessment is completed if it determines the current speed limits are not safe and appropriate, further steps will need to be completed before changing any speed limits, including engagement and consultation with the community. There are community requests for speed limit changes at Omata, Oakura and Okato which coincide with this review.
SH3 Waitara to Bell Block Safety Improvements (Stage 1)			Green	<ul style="list-style-type: none"> Roundabout design progressing well. Safety improvement package scheduled for summer of 2020/2021
SH3 New Plymouth to Egmont Village			Green	<ul style="list-style-type: none"> \$1,970,000 was recently committed for design of proposed safety improvements between New Plymouth and Egmont Village Speed management will be considered as part of the safety improvements.

SH3 Waitara to Bell Block Progress Update

- Safety improvements including wide centrelines and sections of safety barrier to be implemented late 2020
- Roundabout designs are progressing well. De Havilland Dr and Princess St roundabout designs are nearly 50 percent complete.
- Construction of De Havilland Dr and Princess St roundabouts scheduled to get underway late 2021, subject to designations and obtaining full implementation funding
- Completing the necessary steps and documentation to make a decision and announcement on the speed review.



SH3 Waitara to Bell Block Progress Update

De Havilland Roundabout draft design



SH3 Waitara to Bell Block Progress Update

Princess Street Roundabout draft design



SH3 New Plymouth to Hāwera

- The section of highway between New Plymouth and Egmont Village has been prioritised for safety improvements
- \$1,970,000 was recently committed for design of proposed safety improvements including a rural roundabout at the Mangorei Road/SH3 intersection, an 8.65 km section of median barrier and intersection speed zones at Junction Street
- Further funding is needed to complete the construction of the proposed safety improvements. This funding will be considered as part of the next National Land Transport Programme (NLTP), commencing in July 2021.
- Speed management will also be considered as part of the safety improvements

Hei konā mai



Road to Zero 2030

Infrastructure and speed management update



[New Zealand Government](#)

Evolution of road safety

Creating a forgiving system, designed for people that will protect everyone

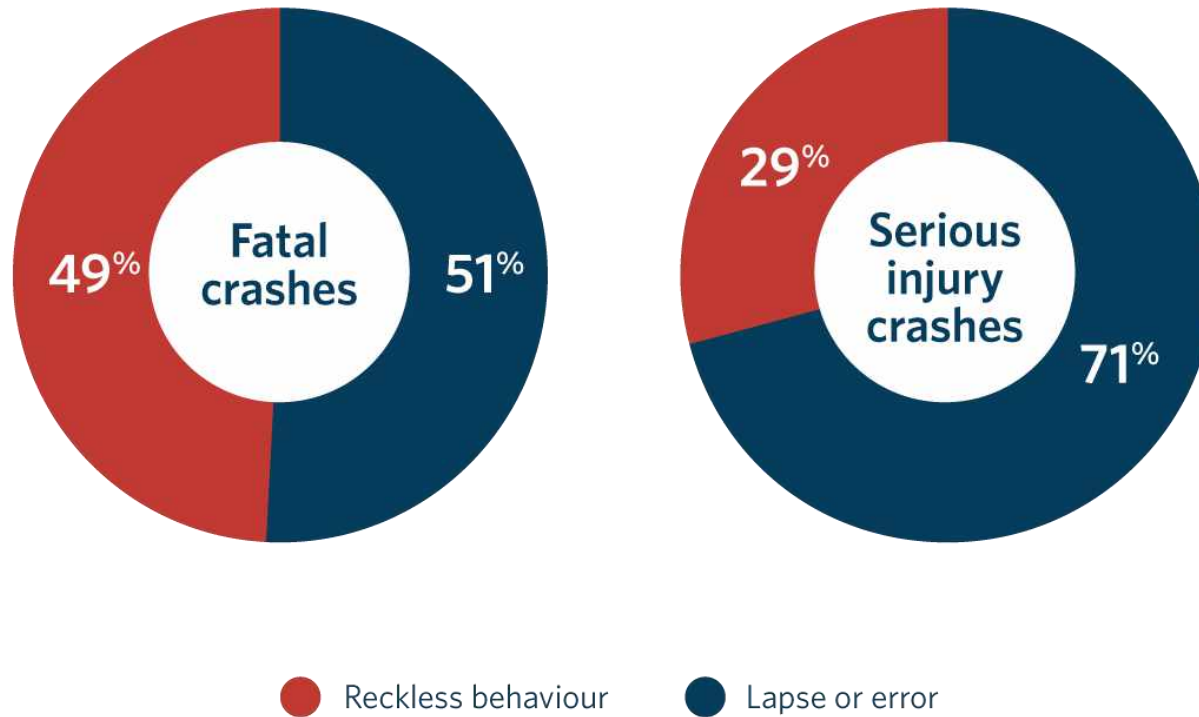


Source: Matts-Åke Belin, Swedish Transport Administration

**Our vision is a
New Zealand
where no-one is
killed or seriously
injured on our
roads**



Change the conversation



Source: 2018 study from the AA Research Foundation

Vision Zero is grounded in the Safe System

Under the Safe System, we accept:

- People make mistakes
- People are fragile
- We need to share responsibility
- We need to strengthen all parts of the system

A Safe System summary of annual road deaths 2019

People

352 DEATHS 

130 Light vehicle drivers (25+)

32 Young drivers (16-24)

79 Passengers

56 Motorcyclists

31 Pedestrians

13 Cyclists

10 Truck drivers

1 Bus driver

Aged six months to 91 years old

\$1.54b social cost

Roads & roadsides



82%* died on roads with a medium or higher IRR**

73%* died in areas defined as rural

177 died on a state highway

182 deaths involved the vehicle hitting a roadside object

114 died in head-on crashes

*Six month sample July-December 2019
**Infrastructure risk rating KiwiRAP/UrbanRAP assessment

Speed

72%* died on roads with a speed limit set higher than the SAAS*

55%* died on roads in the Top 10% requiring speed management

*Safe and appropriate speed

Vehicles



47%* died in 1-star or 2-star vehicles

81 died not wearing a seatbelt

67 died in crashes involving a truck

57 died in crashes involving motorcycles

Road to Zero - Strategy outline



Vision:

A New Zealand where no one is killed or seriously injured in road crashes



2030 Target:

A 40 percent reduction in deaths and serious injuries (from 2018 levels)



Principles:

Safe System

We promote good choices but plan for mistakes

We design for human vulnerability

We strengthen all parts of the road transport system

We have a shared responsibility for improving road safety

Our actions are grounded in evidence and evaluated

Our road safety actions support health, wellbeing and liveable places

We make safety a critical decision making priority



Focus areas:

Infrastructure and speed

Vehicle safety

Work-related road safety

Road user choices

System management



The Action Plan (2020-2022) *includes 15 actions*

Focus Areas	Initial Action Plan (2020-2022)
Infrastructure Improvements and Speed Management	01: Invest in safety treatments and infrastructure improvements
	02: Introduce a new approach to tackling unsafe speeds
	03: Review infrastructure standards and guidelines
	04: Enhance safety and accessibility of footpaths, bike lanes and cycleways
Vehicle Safety	05: Raise safety standards for vehicles entering the fleet
	06: Increase understanding of vehicle safety
	07: Implement mandatory anti-lock braking systems (ABS) for motorcycles
Work-Related Road Safety	08: Strengthen commercial transport regulation
	09: Support best practice for work-related road safety
Road User Choices	10: Prioritise road policing
	11: Enhance drug driver testing
	12: Increase access to driver licensing and training
	13: Support motorcycle safety
	14: Review road safety penalties
System Management	15: Strengthen national system leadership and coordination of road safety

Infrastructure Improvements and Speed Management

Waka Kotahi is delivering proven safety interventions on our highest risk intersections and roads across New Zealand.

Aligned to Road to Zero, our Infrastructure and Speed Management Programme aims to reduce the number of people killed or seriously injured on our roads by focusing on safe roads and roadsides, safe and appropriate speeds, and safe level crossings.

Standard Safety Intervention Toolkit

Assists with decision-making for improvements on the road network





RURAL ROUNDABOUTS

Intersections can be dangerous places, with 17% of deaths and serious injuries occurring at rural intersections.

Roundabouts can reduce the number of people killed or seriously injured by up to 65%, because they slow people down and significantly reduce the chance of head on and side crashes.



SIDE AND MEDIAN BARRIERS

Median barriers prevent head-on crashes, which is how most people are killed or seriously injured on our roads. They can reduce deaths and serious injuries by up to 65%.

Side barriers stop your vehicle before you hit something harder - like a tree, power pole or oncoming vehicle. They can reduce the number of people killed or seriously injured by up to 30%.

Local road safety

We've been working with our local road partners to co-design and prioritise regional safety programmes.

Taranaki

Speed management and Infrastructure

SH3 Waitara to Bell Block:

- Speed review
- Roundabouts at high-risk intersections and safety improvements

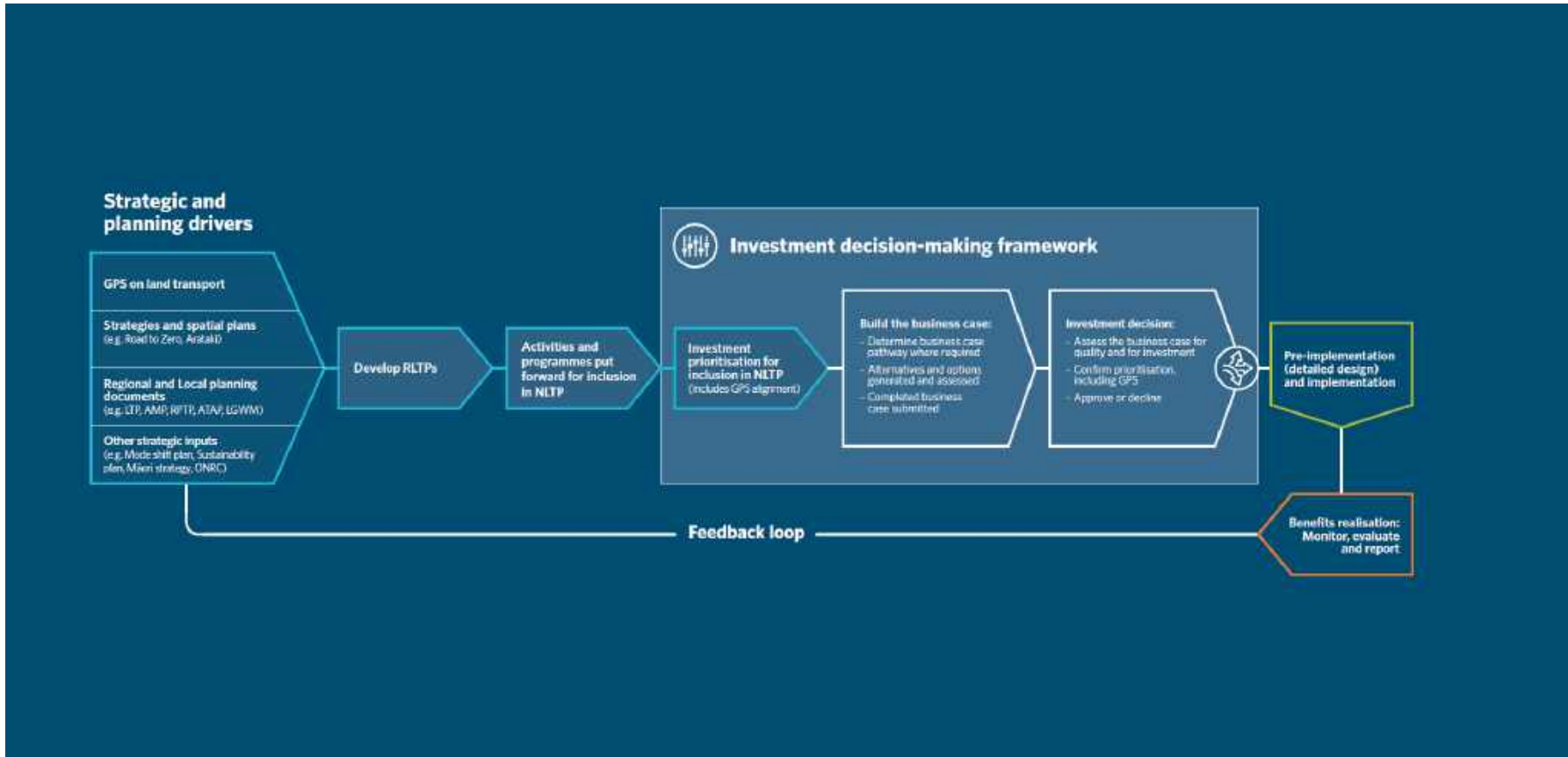
SH3 New Plymouth to Hāwera

- \$1,970,000 approved for design of safety improvements between New Plymouth and Egmont Village
- Speed review

Investment Prioritisation Method for the 2021-24 NLTP

Formerly known as the Investment Assessment Framework (“IAF”)

End to end transport planning & investment system



Framing the prioritisation conversation

The Agency has to invest to:

- **Contribute to** an effective and efficient, safe transport system in the public interest
- **Give effect to** the GPS
- **Take account of** regional land transport plans and other policy statements
- While staying within its financial means

(DRAFT) GPS 2021

4 Strategic Priorities:

- Safety
- Better travel options
- Freight connections
- Climate change

4 Government Commitments:

- Road to Zero
- ATAP
- LGWM
- New Zealand Rail Programme

Investment Prioritisation Method

Moving from 2 to 3 Investment prioritisation factors:

- GPS Alignment
- Scheduling
- Efficiency

Investment Prioritisation – draft GPS Alignment

		GPS Alignment			
GPS Strategic Priority	Benefit (from benefits framework)	LOW	MEDIUM	HIGH	VERY HIGH
Safety	Impact on social cost and incidents of crashes	<ul style="list-style-type: none"> Target low-medium or higher collective risk corridors and/or intersections to achieve a death and serious injuries reduction of >5% Proposal addresses DSIs in an area of Low Concern (Communities at Risk Register – All deaths and serious casualties table) 	<ul style="list-style-type: none"> Target medium or higher collective risk corridors or intersections to achieve a death and serious injuries reduction of >15% Proposal addresses DSIs in an area of Emerging Concern (Communities at Risk Register – All deaths and serious casualties table) Investment to support behaviour change to improve road safety outcome 	<ul style="list-style-type: none"> Target medium-high or high collective risk corridors or intersections to achieve a death and serious injuries reduction of 25-39% Proposal addresses DSIs in an area of Medium Concern (Communities at Risk Register – All deaths and serious casualties table) 	<ul style="list-style-type: none"> Target medium high or high collective risk corridors or intersections to achieve a death and serious injuries reduction of ≥40% Proposal addresses DSIs in an area of High Concern (Communities at Risk Register – All deaths and serious casualties table)
Better Travel options and Climate Change	Impact on mode choice	<ul style="list-style-type: none"> Up to 1% shift from private passenger vehicle-based trips to other modes* 	<ul style="list-style-type: none"> 2-3% shift from private passenger vehicle-based trips to other modes* Investment to support behaviour change to improve mode shift outcomes 	<ul style="list-style-type: none"> 4-5% shift from private passenger vehicle-based trips to other modes* 	<ul style="list-style-type: none"> >6% shift from private passenger vehicle-based trips to other modes*

	Focus	LOW	MEDIUM	HIGH	VERY HIGH
Better Travel options	Impact on access to opportunities	<ul style="list-style-type: none"> Up to 3% change in proportion of population living within travel threshold (15 minutes, 30 minutes or 45 minutes) of key economic opportunities (including work) by any mode in the morning peak Up to 3% change in proportion of population living within travel threshold (15 minutes, 30 minutes or 45 minutes) of key social opportunities (including education, health care, supermarkets) by any mode in the morning peak Up to 3% change in public transport availability: Public transport frequency per hour weighted by percentage of the population living within 500m of a bus stop or 1km from a rail or bus rapid transit station New walking/cycling link forms part of local network Improving connections to locally significant tourism destinations/attractions 	<ul style="list-style-type: none"> 4-5% change in Proportion of population living within travel threshold (15 minutes, 30 minutes or 45 minutes) key economic opportunities (including work) by any mode in the morning peak 4-5% change in proportion of population living within travel threshold (15 minutes, 30 minutes or 45 minutes) of key social opportunities (including education, health care, supermarkets) by any mode in the morning peak 4-6% change in public transport availability: Public transport frequency per hour weighted by percentage of the population living within 500m of a bus stop or 1km from a rail or bus rapid transit station New walking/cycling link forms part of district or township network Improving connections to regionally significant tourism destinations/attractions Investment in specialised services to support accessibility 	<ul style="list-style-type: none"> 6-7% change in Proportion of population living within travel threshold (15 minutes, 30 minutes or 45 minutes) of key economic opportunities (including work) by any mode in the morning peak 6-7% change in proportion of population living within travel threshold (15 minutes, 30 minutes or 45 minutes) of key social opportunities (including education, health care, supermarkets) by any mode in the morning peak 7-9% change in public transport availability: Public transport frequency per hour weighted by percentage of the population living within 500m of a bus stop or 1km from a rail or bus rapid transit station New walking/cycling link forms part of regional or metro network Improving connections to nationally significant tourism destinations/attractions 	<ul style="list-style-type: none"> >8% change in Proportion of population living within travel threshold (15 minutes, 30 minutes or 45 minutes) of key economic opportunities (including work) by any mode in the morning peak >8% change in proportion of population living within travel threshold (15 minutes, 30 minutes or 45 minutes) of key social opportunities (including education, health care, supermarkets) by any mode in the morning peak >10% change in public transport availability: Public transport frequency per hour weighted by percentage of the population living within 500m of a bus stop or 1km from a rail or bus rapid transit station New walking/cycling link forms part of the NZ Cycle Network and Te Araroa Trail, including the premium tourism trails

GPS Strategic Priority	Benefit (from benefits framework)	LOW	MEDIUM	HIGH	VERY HIGH
Improving Freight Connections and Climate Change	Impact on mode choice	<ul style="list-style-type: none"> Up to 1% change in domestic freight Mode share to rail or coastal shipping –measured in tonne-km – could also be estimated by \$\$ value 	<ul style="list-style-type: none"> 2-3% change in domestic freight Mode share to rail or coastal shipping – measured in tonne-km – could also be estimated by \$\$ value 	<ul style="list-style-type: none"> 4-5% change in domestic freight Mode share of freight to rail or coastal shipping – measured in tonne-km – could also be estimated by \$\$ value 	<ul style="list-style-type: none"> >6% change in domestic freight Mode share to rail or coastal shipping – measured in tonne-km – could also be estimated by \$\$ value
Improving Freight Connections	Impact on network productivity and utilisation	<ul style="list-style-type: none"> 5-10% improvement in predictability (reduction in variability) of travel time on priority routes for freight (for rail) up to 10% Change in freight trains arrived on time (ie within 30 minutes of scheduled arrival) Up to 10% reduction in duration of road closures/rail service disruptions Improving connections between locally significant production and distribution points 	<ul style="list-style-type: none"> 11-20% improvement in predictability (reduction in variability) of travel time on priority routes for freight (for rail) 11-20% Change in freight trains arrived on time (ie within 30 minutes of scheduled arrival) 11-20% reduction in duration of road closures/rail service disruptions Improving connections between regionally significant production and distribution points 	<ul style="list-style-type: none"> 21-30% improvement in predictability (reduction in variability) of travel time on priority routes for freight (for rail) 21-30% Change in freight trains arrived on time (ie within 30 minutes of scheduled arrival) 21-30% reduction in duration of road closures/rail service disruptions Improving connections between nationally significant production and distribution points 	<ul style="list-style-type: none"> >31% improvement in predictability (reduction in variability) of travel time on priority routes for freight (for rail) >31% Change in freight trains arrived on time (ie within 30 minutes of scheduled arrival) >31% reduction in duration of road closures/service disruptions

GPS Strategic Priority	Benefit (from benefits framework)	LOW	MEDIUM	HIGH	VERY HIGH
Climate Change	Impact on GHG	<ul style="list-style-type: none"> 1-2% reduction in private vehicle kilometres travelled Up to 5% reduction in tonnes of carbon dioxide equivalents emitted Addressing a known climate change adaptation issue that has minor community or economic impacts 	<ul style="list-style-type: none"> 3-4% reduction in private vehicle kilometres travelled 5-9% reduction in tonnes of carbon dioxide equivalents emitted Addressing a known climate change adaptation issue that has moderate community or economic impacts 	<ul style="list-style-type: none"> 5-6% reduction in private vehicle kilometres travelled 10-19% reduction in tonnes of carbon dioxide equivalents emitted Addressing a known climate change adaptation issue that has severe community or economic impacts 	<ul style="list-style-type: none"> >7% reduction in private vehicle kilometres travelled >20% reduction in tonnes of carbon dioxide equivalents emitted
	Impact of air emissions on health / Impact of noise and vibration on health	<ul style="list-style-type: none"> Up to 5% reduction of (local) population exposed to elevated concentrations of land transport-related air pollution Reduction in traffic noise level of 0 to 3 dB(A) for local population 	<ul style="list-style-type: none"> Up to 10% reduction (local) population exposed to elevated concentrations of land transport-related air pollution Reduction in traffic noise level of >3 to 6 dB(A) for local population 	<ul style="list-style-type: none"> Up to 15% reduction (local) population exposed to elevated concentrations of land transport-related air pollution Reduction in traffic noise level of >6 dB(A) for local population 	

Scheduling

Scheduling			
	LOW	MEDIUM	HIGH
Interdependency	<ul style="list-style-type: none"> Activity/combination of activities is part of a programme or package, but will not hold up the overall delivery of another investment (eg housing development or international event), or other parts of programme or package that it belongs to Non-delivery will not impact negatively on benefits realisation 	<ul style="list-style-type: none"> Activity/combination of activities is part of a programme or package, but relies on the delivery of another phase or activity prior to being actioned Non-delivery of proposed activity may impact negatively on benefits realisation 	<ul style="list-style-type: none"> Activity/combination of activities is required to enable the delivery of another investment (eg development or event), or other parts of programme or package that it belongs to. Non-delivery will hold up the programme Non-delivery will impact negatively on benefits realisation
Criticality	<ul style="list-style-type: none"> Need to undertake this activity in order to deliver/ prepare for remainder of programme/package which doesn't need full implementation for 7 or more years Significance of activity as part of the network, with any loss of service having minimal impact to users due to availability of alternative(s) 	<ul style="list-style-type: none"> Need to undertake this activity in order to deliver/ prepare for remainder of programme/package which doesn't need full implementation for 4–6 years Significance of activity as part of the network, with any loss of service having moderate impact to users due to some availability of alternative(s) 	<ul style="list-style-type: none"> Need to undertake this activity in order to deliver/ prepare for remainder of programme/package where its implementation is to begin in 2021–24 NLTP Significance of activity as part of the network, with any loss of service having severe impact to users due to limited availability of alternative(s)

Efficiency

Generally based on Benefit Cost Ratio or PV EndofLife or Indicative Efficiency Rating

New rating scale :

- Very High (BCR >10.0)
- High (BCR 6.0-9.9)
- Medium (BCR 3.0 – 5.9)
- Low (BCR 1.0 – 2.9)
- Very Low (BCR < 1.0)*

*Proposals which have a Very Low (BCR<1) rating, may be included in 2021-24 NLTP if they have a Very High or High GPS Alignment and a High or Medium Scheduling rating, usually because they are part of a programme or package. Funding for these activities will only be approved by exception at the appropriate level of delegation.

Establishing Priority Order

3 Factor Matrix:

Proposed 2021-24 NLTP Priority Order						
GPS alignment	Scheduling	Efficiency				
		VL* (BCR<1.0)	L (BCR 1.0-2.9)	M (BCR 3.0-5.9)	H (BCR 6.0-9.9)	VH (BCR>=10.0)
VH	H	7	3	2	1	1
VH	M	8	3	2	1	1
VH	L	9	4	3	2	2
H	H	9	5	4	4	3
H	M	10	6	5	5	3
M	H	10	7	6	6	4
M	M	11	9	8	6	5
H	L	11	8	8	7	7
M	L	11	10	10	9	9
L	H/M/L	12	12	12	12	12

All activities will have a BCR or IER for inclusion in NLTP in 2021

Minimum information requirements to be considered for inclusion in the NLTP:

- Be included in an endorsed RLTP
- TIO requirements: Name of the activity, Phase of the activity, Activity class work category, Location detail
- Link to previous business case phase(s)
- Description of problem/opportunity
- RLTP integration
- Strategic context
- Benefits – primary & co-benefits (drawn from WK benefits framework)
- Estimate of phase cost
- BCR or indicative efficiency rating
- GPS Alignment rating
- Scheduling rating
- Priority order

Continuous programmes

Waka Kotahi expects to provide funding to all continuous programmes, reflecting the importance of such programmes to maintaining ongoing levels of service.

Continuous programmes will be assigned a rating of **HHM, priority order 4**, as the starting point for investment prioritisation

Continuous programmes will then be assessed to determine:

- how well the proposed programme identifies and prioritises gaps that align with and contribute to GPS strategic priorities.
- the quality of the decision-making framework within the Activity Management Plan (AMP) or Regional Public Transport Plan (RPTP) on how they optimise their plan, programmes and activities
- the Approved Organisation's performance over the previous NLTP
- efficiency based on benchmarking across Approved Organisations in terms of the cost to deliver the outcome.

Reflecting regional priorities in NLTP

- Except for nationally-delivered programmes, every activity (including state highway activities) in the 2021–24 NLTP must be part of an endorsed RLTP.
- The LTMA 2003 requires an RLTP to identify the order of priority of significant activities for the first six years of the plan. Waka Kotahi's Investment Prioritisation Method applies to activities put forward for the three years of the 2021–24 NLTP.
- The Scheduling factor draws on information in RLTPs about interdependency and criticality.
- The RLTP priority order will be considered in distinguishing between activities with the same priority order in the 2021–24 NLTP when such activities are at the investment threshold for the activity class.

Thank You

QUESTIONS?



Date 9 September 2020

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

Approved by: M J Nield, Acting Chief Executive

Document: 2564197

Purpose

1. The purpose of this item is:
 - to update the Committee on development of the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* (RLTP 2021), including a two month extension
 - to formally receive the outputs from the Investment Logic Mapping (ILM) process undertaken as part of the review
 - to seek support of changes proposed to the strategic policy framework by the review process, incorporating any changes requested by the Committee at the workshop preceding the meeting, for:
 - a new thirty-year vision
 - minor amendments to the objectives and policies
 - new ten-year headline targets
 - new ten-year transport investment priorities
 - to seek support to adopt the new nationally recommended policy/methodology for prioritising significant activities.

Executive summary

2. The Taranaki Regional Council is required to develop a new Regional Land Transport Plan (RLTP or the Plan) by 30 June 2021. This item seeks support for recommended changes to strategic policy components of the Plan. Approval of these key aspects will guide further development of the Plan, including the programme of activities and funding sections.

Recommendations

That the Taranaki Regional Council:

- a) receives the Memorandum, *Developing the Regional Land Transport Plan 2021*
- b) notes the two-month extension to the deadline for submission and the amended development timeline provided

- c) notes that an externally-facilitated Investment Logic Mapping process has been undertaken with key stakeholders as part of developing the RLTP 2021, and receives the resulting schematic of weighted problem and investment benefit statements
- d) agrees to a proposed new thirty-year Vision for the RLTP 2021, subject to any changes requested by the Committee
- e) agrees to the minor changes proposed to the RLTP strategic policy framework (Issues, Objectives and Policies), subject to any changes requested by the Committee
- f) agrees to the inclusion of ten-year headline targets for the RLTP 2021 and the phrasing of those targets, subject to any changes requested by the Committee
- g) agrees to the proposed ten-year investment priorities and the phrasing of those priorities, subject to any changes requested by the Committee
- h) agrees to the proposed prioritisation process to follow for any significant works

Background

3. Development of the RLTP 2021 is a core focus for the Committee and the Regional Transport Advisory Group (RTAG) at present. Progress in the development of a revised RTLP, including the strategic front end of the Plan, is well underway.
4. In the work done to date, a number of changes to the strategic sections of Taranaki's RLTP are being recommended by the RTAG. This work incorporates the finding of a review of draft provisions and concepts, at both national and regional level. A workshop will be held with Members of the Committee and the RTAG, immediately prior to the meeting proper, to discuss the proposed changes in detail.
5. The proposed changes are outlined in the attachments to this memorandum. They include:
 - a new 30-year vision
 - amendments to the objectives and policies (policy framework)
 - new ten-year headline targets
 - new ten-year transport investment priorities.

Timeline for developing the RLTP 2021

6. Due to ongoing delays in the availability of a range of external Government documents (particularly the 2021 *Government Policy Statement on Land Transport* and Waka Kotahi's Investment Proposal) and systems (including Transport Investment Online) essential to the development of RLTPs, the Government has agreed to extend the deadline for regional councils to submit their RLTPs by two months – from 30 April to 30 June 2021. Refer to the announcement in the attached '*NLTP Bulletin 25 August 2020*'. All such NLTP Bulletins are available at <https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/latest-nltp-news/nltp-bulletin/>.
7. The revised timeframes for development of the Taranaki RLTP have accordingly been amended and are now as follows:
 - Sep-Oct 2020 – Organisations to prepare their draft programmes of activities and provide these to the RLTP coordinator by 30 October 2020.
 - Nov-Dec 2020 – Develop regional programme of activities including prioritisation of regionally significant activities.

- Dec 2020-Feb 2021 – Complete drafting RLTP and approve through RTC.
- Feb-Mar 2021 – Public consultation on full draft RLTP 2021-27.
- Apr-May 2021 – Hearing of Submissions, deliberations, finalisation of the RLTP.
- Jun 2021 – Approval of the revised RLTP, adoption by Council and submission to NZTA by 30 June 2021.

Investment Logic Mapping (ILM) review

8. Members will recall that Erik Barnes, Managing Director of Auxilium Ltd, has reviewed the Investment Logic Mapping (ILM) problem/benefits for Taranaki's regional transport. This included facilitating the workshop on 1 July 2020 with the Committee, RTAG and key stakeholders. The subsequent revised ILM was refined through email discussions with attendees, and a final version circulated on 16 July 2020. This has been transposed into an easier to read format, which is attached to this memorandum for the Committee's endorsement.

Revised 30-year Vision

9. While not a statutory requirement, it is recommended in national guidance.
10. Taranaki's previous RLTP did contain a Vision statement, as a way of anchoring the Plan's strategic direction in the absence of a longer-term guiding document (a role previously held by the Regional Land Transport Strategy). A 30-year Vision is now recommended through the national guidance material.
11. The Vision in Taranaki's 2015 RLTP was –
A safe, effective and efficient land transport network, integrated across the whole of the transport system, which enables Taranaki to thrive and to lead a sustainably prosperous New Zealand.
12. The RTAG has recommended a more succinct Vision for the 2021 RLTP. It is a 30-year vision and reads as follows –
A vibrant, resilient and connected region, with safe roads and liveable places.
13. The Vision will be supported by some explanatory text, as outlined in the Draft RLTP pages 30-31 attached, and noted below:

Vibrant – refers to transport contributing to vigorous and flourishing community health and wellbeing in the region, including economic prosperity that is environmentally sustainable

Resilient – refers to minimising and managing the risks of disruption to transport modes, including the capacity of transport modes to recover from disruptive events such as those caused by climate change

Connected – refers to reliable connectivity and well-integrated transport modes, so goods are moved efficiently, and people easily access the things that matter to them

Safe roads and liveable places – refers to protecting people from transport-related injuries and harmful pollution, while providing transport choices that connect communities and support social cohesion.

This Plan, and the ones which follow, will help the region move towards this desired vision.

Revised policy framework – issues, objectives and policies

14. The core policy framework of the current RLTP remains fit-for-purpose. Only minor amendments are proposed to the Issues, Objectives and Policies – as shown in the summary table attached.
15. The key suggested changes are to:
 - remove the seventh Issue/Objective in recognition that affordability and value for money are a key consideration for every transport investment decision, so this is more appropriately noted as an underpinning constraint and principle; and
 - update and strengthen components relating to environmental sustainability and climate change.
16. These changes improve alignment with Government direction including with the draft *Government Policy Statement on Land Transport 2021*.

New component of headline targets proposed

17. While not a statutory requirement, having three to five headline targets that support the desired vision is recommended in national guidance material. The RTAG have therefore developed headline targets for the next ten years (to 2031) to focus on specific elements of the Plan's 30-year Vision. The headline targets proposed are:
 - *Improving safety* – 40% reduction in deaths and serious injuries.
 - *Increasing mode shift* – 20% more trips made by walking, cycling and public transport in urban areas.
 - *Improving reliable connectivity* – 20% less travel disruption for road traffic.
18. The headline targets are shown on page 32 of the Draft RLTP attached, including explanatory text for the third target in particular (noting explanatory text will be developed for the other targets also). An appropriate monitoring framework to observe progress towards meeting these targets, as well as other indicators, is in development.

Revised ten-year investment priorities

19. In response to the problem and investment benefit statements developed through the ILM process, the RTAG has developed transport investment priorities for the short term (2021 to 2030) that address the region's most urgent and significant land transport problems.
20. These are highlighted on page 38 from the Draft RLTP attached, and noted below for ease of reference:
 - *Improve safety at high-risk intersections and on high-risk roads.*
 - *Improve resilience and responsiveness of the transport network, with a focus on addressing ageing infrastructure and the impacts of logging on local roads.*
 - *Make walking, cycling and public transport a safe and attractive choice for more trips throughout the region*
 - *Improve multi-modal access to key regional destinations, including the port, airport and hospitals, for people and freight.*
 - *Promote sustainable growth that recognises environmental aspirations and supports a less carbon intensive transport network.*

21. A 'statement of transport priorities for the region for the 10 financial years from start of the RLTP' is a statutory requirement within the Plan. These priorities have a strengthened role in the 2021 RLTPs, due to the proposed prioritisation approach (outlined in the following section), requiring organisations to align their project with the most fitting of these investment priorities.

Nationally recommended policy for prioritising significant activities

22. As noted at previous meetings, the Transport Special Interest Group (TSIG) in conjunction with Waka Kotahi have been working on a consistent approach to the development and preparation of RLTPs. One component of this is having a more consistent prioritisation approach to be used by RTCs to prioritise improvement projects included in the RLTP.
23. Attached, for the Committee's consideration, is a Prioritisation Paper prepared as part of this joint workstream. It proposes a prioritisation approach that regions are encouraged to adopt when developing their RLTP 2021. The RTAG has considered this approach, including the definition of Significant Activities, and recommend the Committee adopt the proposed approach.
24. The definition of significant activities proposed by the national guidance is consistent with that in the existing RLTP, which has served its purpose well.

Next steps for the Committee

25. At the Committee's next meeting on 2 December 2020, it is anticipated that they will be provided with the following aspects of the draft RLTP 2021 for consideration:
 - A draft of the strategic front end (Sections 1-5)
 - A draft regional programme of activities
 - A suggested priority ranking of those activities deemed significant – if possible
 - A recommended policy on significant variations.
26. At the Committee's subsequent meeting, which will be scheduled for February 2021, they will be provided with the full draft RLTP 2021 to be approved for public consultation.

Decision-making considerations

27. 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

28. 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

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 *Land Transport Management Act 2003*.

Iwi considerations

29. 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

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

Appendices/Attachments

Document 2580241: NLTP Bulletin 25 August 2020

Document 2580875: RLTP 2021 Investment Logic Mapping ILM diagram Aug2020

Document 2581072: Draft RLTP 2021 pages 30,31,32,38 for RTC consideration Sep2020

Document 2564222: Changes recommended to the policy framework for the 2021 RLTP

Document 2559466: Prioritisation Paper MASTER Final July 2020

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NLTP Bulletin

25 August 2020



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

Over the next few weeks, you can expect to receive more frequent updates as more information becomes available and we reach significant milestones in Regional Land Transport Plans (RLTPs) and the 2021-24 NLTP development.



Extension of RLTP and NLTP deadlines

- This year continues to bring new challenges and we're looking for ways to support our partners and communities as we all navigate the impacts of COVID-19.
- Our Board has agreed to extend the deadlines for regional councils to submit their RLTPs - from 30 April to 30 June 2021, and to defer adoption of the NLTP - from 30 June to 31 August 2021.
- We believe this decision will help to reduce pressure and provide certainty for councils as they prepare and consult on their RLTPs, in alignment with Long Term Plans.
- This shift of two months is the same change to deadlines that was made for the 2018-21 NLTP adoption, after the change of government in late 2017.
- Under the Land Transport Management Act, 31 August is the latest date the NLTP can be adopted so there will be no deferral past this date.
- There will be an extension to the 2018-21 NLTP to cover the two month gap, and we'll be working through what's needed to ensure we continue to fund the approved activities being delivered during that period.
- We'll continue to keep you updated on what this means for the NLTP development timelines and what you can expect from us over the coming months.

NLTP development updates

Funding Assistance Rates (FAR)

- Last week the Board approved the FARs for Approved Organisations for the 2021-24 NLTP.
- Under the new rates, 22 approved organisations will see their rates increase, 47 remain the same, while 11 will move to lower rates. The overall average FAR rate across all organisations remains at 53%.

[View the FAR rates for 2021-24](#)

- These decisions are based on the FAR principles and policy set by the Board in 2014, which takes into account key input factors to adjust for changes in relative affordability across the local government sector.

[View the FAR policy](#)

- The Board recognises that the response to COVID-19 has put considerable pressure on your revenue.
- In setting the FAR now, the Board wants to provide you with certainty about funding arrangements so you can complete the planning and budgeting required for your RLTPs and your Long Term Plans.
- The Board also confirmed the FARs for Special Purpose Roads (SPRs). In the absence of an agreed transition plan, the rate for SPRs for the 2021-24 NLTP is 100%. From 1 July 2024, these roads will revert to normal FAR.
- This is in accordance with the Board's 2014 decision to transition these roads to normal FAR over 10 years.

Investment Decision-Making Framework (IDMF)

- The IDMF will be effective from 31 August and will apply to any business case that starts on or after 31 August.
- We've set up a series of Q&A sessions with IDMF subject matter experts to provide you with an opportunity to find out more about the changes. The sessions will be held:
 - Thursday, 3 September 9-10am
 - Friday, 11 September 10-11am
 - Thursday, 17 September 1-2pm
 - Tuesday, 22 September 2.30-3.30pm
- If you'd like to join one these sessions, please contact the team to register and get more details - decisionmaking@nzta.govt.nz.
- You can also email your questions ahead of time, along with the session you intend to call into - decisionmaking@nzta.govt.nz.

Arataki Version 2

- Arataki V2 has been approved by the Board and is live today.
[See Arataki V2](#)
- This new version takes into consideration the impacts of COVID-19. It acknowledges funding and financing challenges, and how we respond to growth and demand

challenges and opportunities.

- We encourage you to read Arataki V2 to understand the COVID-19 changes for your region, working with our lead strategic planners on your investment plans, strategies, and RLTPs.
- You should revisit demand assumptions on key corridors and review both the sequencing and timing of what was originally planned.
- In our cities, you need to revisit population growth assumptions and work to adjust programmes accordingly.
- Together, we should continue to ensure we make the most of the existing land transport system, including roads, rail and coastal shipping.
- We need to consider all land use, travel and technology options to address system performance gaps, before considering building new road infrastructure.
- We need to ensure that proposed transport solutions, where appropriate are integrated, offer travel choice and are focused on making the best use of available land and ensure we plan our spaces well.
- This is even more important in the current environment where there is significant funding constraints for both Waka Kotahi and our co-investment partners.
- If you have any questions or need help from the Arataki team, contact us on arataki@nzta.govt.nz.



More information

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

 [About](#)  [Careers](#)  [Privacy](#)



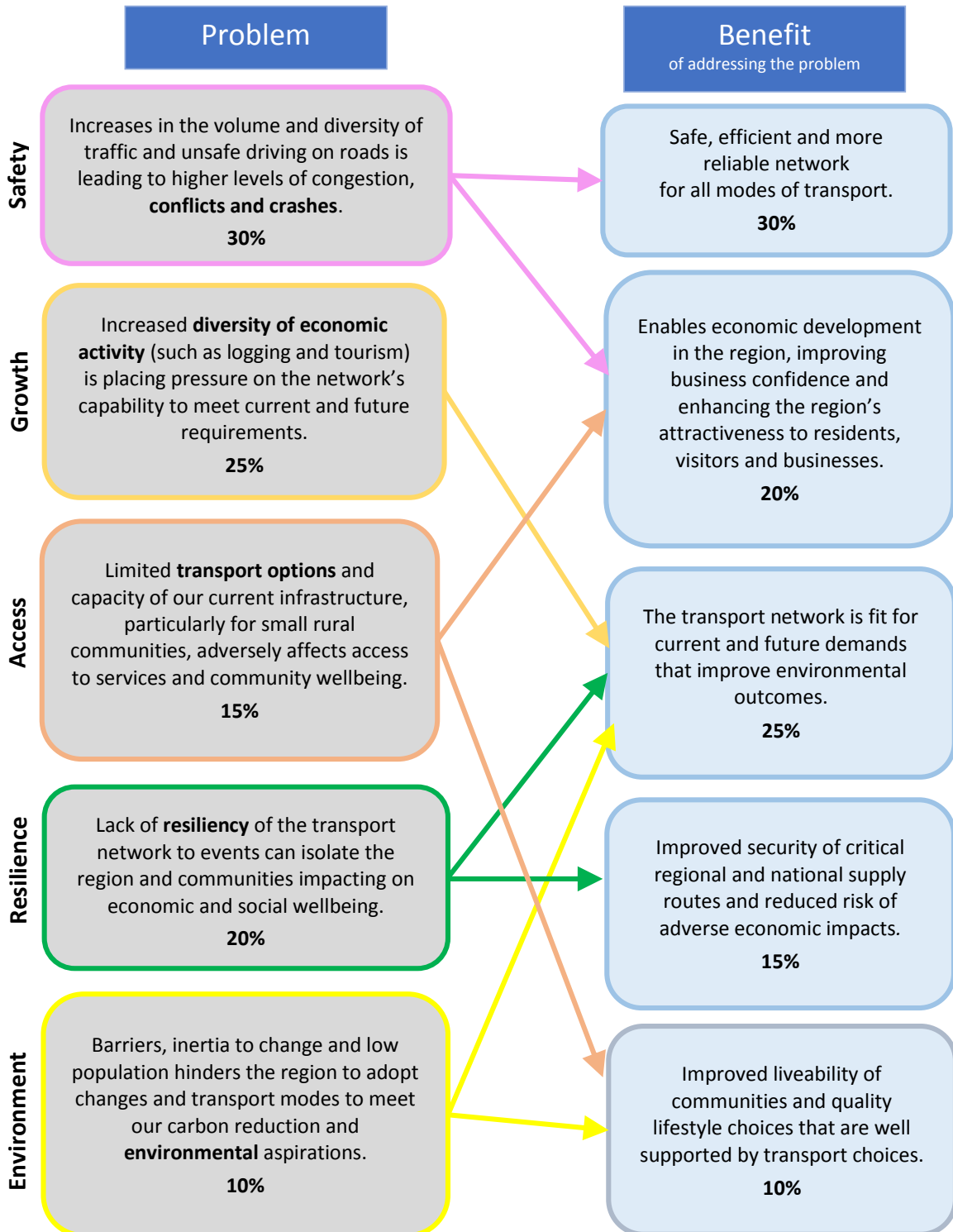
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[New Zealand Government](#)

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Taranaki regional transport – Investment Logic Mapping diagram

These ILM outputs from the 1 July 2020 workshop help to guide the 10-year investment priorities.



4. STRATEGIC FRAMEWORK

The *Land Transport Management Act 2003* seeks an effective, efficient, and safe land transport system. This section sets out the strategic framework for delivering on the Plan's purpose, including outcomes sought, a vision, objectives and target, headline targets and objectives and policies.

4.1 Outcomes sought

The Ministry of Transport's *Outcomes Framework 2018* provides the overarching national direction for transport, including the high-level outcomes that this Plan seeks. The outcomes, shown below, are the manifestation of the future state that is envisioned in the plan. Further detail is outlined in [Section #](#) including [Figure #](#).



4.2 Vision

The overall 30-year vision for this Plan and land transport in Taranaki is:

A vibrant, resilient and connected region, with safe roads and liveable places.

Explanation

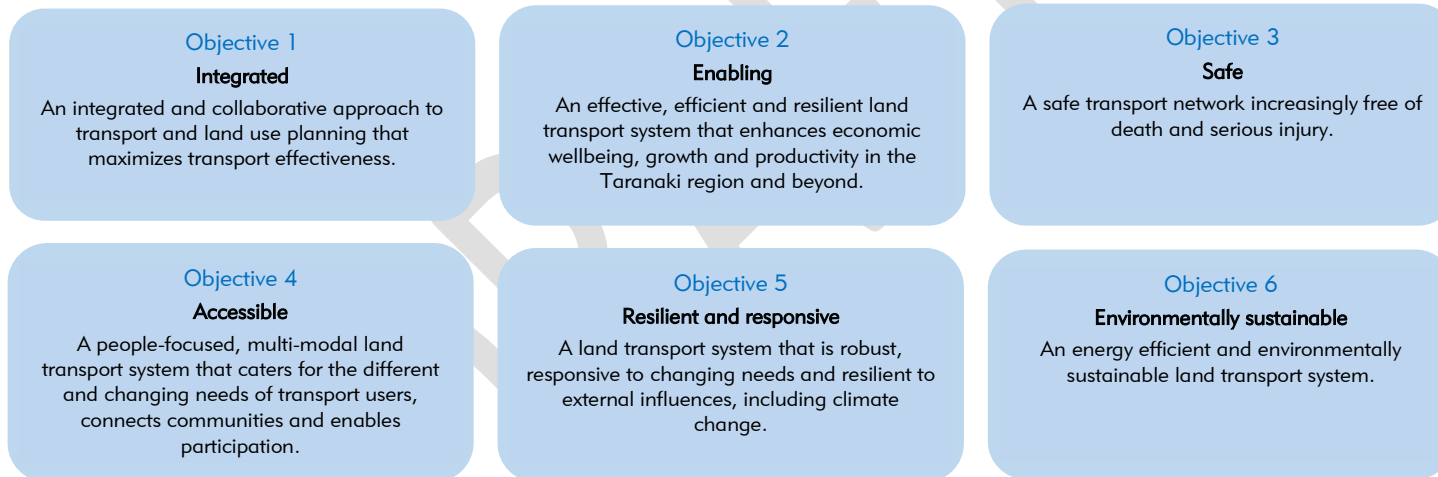
- **Vibrant** – refers to transport contributing to vigorous and flourishing community health and wellbeing in the region, including economic prosperity that is environmentally sustainable
- **Resilient** – refers to minimising and managing the risks of disruption to transport modes, including the capacity of transport modes to recover from disruptive events such as those caused by climate change
- **Connected** – refers to reliable connectivity and well-integrated transport modes, so goods are moved efficiently, and people easily access the things that matter to them

- **Safe roads and liveable** places – refers to protecting people from transport-related injuries and harmful pollution, while providing transport choices that connect communities and support social cohesion.

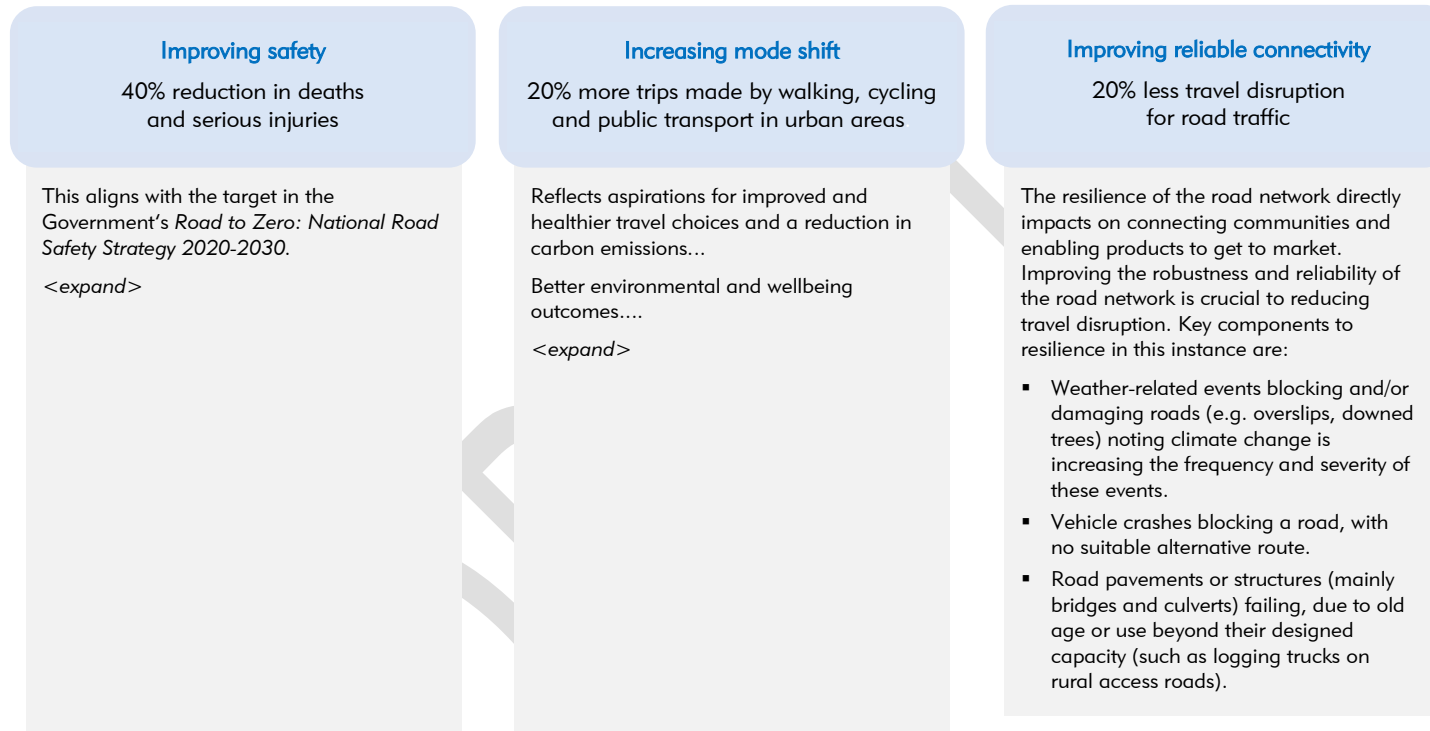
This Plan, and the ones which follow, will help the region move towards this desired vision.

4.3 Objectives and targets

The **strategic objectives for this Plan** to deliver this vision are —



The following **headline targets** have been set for **the next ten years** (to 2031) to focus on specific elements of the Plan's 30-year Vision —



The Monitoring Framework set out in Section 8 will observe progress towards meeting these targets, as well as other indicators...

5. TRANSPORT INVESTMENT PRIORITIES

5.1 Our focus over the next ten years

Our 30-year vision sets an ambitious future state for our region. This section sets out the Plan’s transport investment priorities in the short term (2021 to 2030) to help address the region’s most urgent and significant land transport problems.¹¹

The key problems we need to address within the next ten years are:

- **Safety:** Increases in the volume and diversity of traffic and unsafe driving on roads is leading to higher levels of congestion, conflicts, and crashes.
- **Growth:** Increased diversity of economic activity (such as logging and tourism) is placing pressure on the network’s capability to meet current and future requirements.
- **Travel choice and access:** Limited transport options and capacity of our current infrastructure, particularly for small rural communities, adversely affects access, services and community wellbeing.
- **Resilience:** Lack of resiliency of the transport network to events can isolate the region and communities, impacting on economic and social wellbeing.
- **Environmental sustainability:** Barriers, inertia to change and low population hinders the region to adopt changes and transport modes to meet our carbon reduction and environmental aspirations.

Note that the strategic direction is intended to describe a high level direction for Taranaki’s land transport system. It is not intended to imply a required level of transport activity and therefore an associated level of transport funding during the Plan period.

The benefits of addressing these problems are:

- Safe, efficient and more reliable network for all modes of transport.
- Enables economic development in the region, improving business confidence and enhancing the region’s attractiveness to residents, visitors and businesses.
- The transport network is fit for current and future demands that improve environmental outcomes.
- Improved security of critical regional and national supply routes and reduced risk of adverse economic impacts.
- Improved liveability of communities and quality lifestyle choices that are well supported by transport choices.

In response to these problems and investment benefits, our ten-year transport investment priorities (not in any order of priority) are:

- Improve safety at high-risk intersections and on high-risk roads.
- Improve resilience and responsiveness of the transport network, with a focus on addressing ageing infrastructure and the impacts of logging on local roads.
- Make walking, cycling and public transport a safe and attractive choice for more trips throughout the region
- Improve multi-modal access to key regional destinations, including the port, airport and hospitals, for people and freight.
- Promote sustainable growth that recognises environmental aspirations and supports a less carbon intensive transport network.

¹¹ These problem and benefits statements were determined through a collaborative Investment Logic Mapping (ILM) process (also shown schematically in Appendix #).

Recommended changes to the RLTP policy framework are shown in the summary table below:

#	Issues	Objectives	Ref	Policies
1	Ensuring a regionally and nationally integrated transport network	An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness.	I1	<ul style="list-style-type: none"> Take a one network approach to managing the transport system.
			I2	<ul style="list-style-type: none"> Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner.
			I3	<ul style="list-style-type: none"> Ensure road standards are developed to meet ONF requirements and support land use change.
2	Facilitating growth and economic development	An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.	G1	<ul style="list-style-type: none"> Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.
			G2	<ul style="list-style-type: none"> Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.
			G3	<ul style="list-style-type: none"> Ensure those roads in the region serving tourism and the productive sector are fit for purpose.
			G4	<ul style="list-style-type: none"> Protect and promote the existing rail corridors.
3	Reducing the safety risk on Taranaki's transport network	A safe transport network increasingly free of death and serious injury.	S1	<ul style="list-style-type: none"> Promote infrastructure improvements on strategic corridors.
			S2	<ul style="list-style-type: none"> Reduce risk on high-risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users.
			S3	<ul style="list-style-type: none"> Support the aims of <i>Safer Journeys</i> and Roadsafes Taranaki.
4	Maintaining and improving accessibility and travel options throughout the region	A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.	A1	<ul style="list-style-type: none"> Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services.
			A2	<ul style="list-style-type: none"> Optimise existing capacity in the transport network, particularly 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, including the transport disadvantaged.
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, including climate change.	R1	<ul style="list-style-type: none"> Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change.
			R2	<ul style="list-style-type: none"> Protect routes with lifeline functions.
6	Reducing negative environmental and community impacts arising from transport	An energy efficient and environmentally sustainable land transport system.	E1	Ensure transport efficiencies, promote alternative modes and manage transport demand.
			E2	Encourage development of infrastructure and technology that promotes the use of alternative vehicle types (e.g. battery or fuel cell electric vehicles).
			E1	<ul style="list-style-type: none"> Ensure the development and maintenance of transport infrastructure is undertaken in a manner that minimises adverse environmental impacts.
			E2	<ul style="list-style-type: none"> Encourage and develop transport choices that promote energy efficiencies and public health.
			E3	<ul style="list-style-type: none"> Encourage and develop transport infrastructure and alternative technology that minimises carbon emissions (e.g. electric vehicle infrastructure).
			F1	Maximise efficiency and optimisation of existing capacity across the transport system.

#	Issues	Objectives	Ref	Policies
7 ¹	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	*—Ensure road standards are developed to meet ONRC requirements and support land use change

¹ Affordability and value for money are a key consideration for every transport investment decision, so more accurate to note the 7th 'issue' as an underpinning constraint throughout Plan.

REGIONAL LAND TRANSPORT PLAN PRIORITISATION

The Transport Special Interest Group (TSIG) in conjunction with Waka Kotahi NZ Transport Agency have been working on a consistent approach to the development and preparation of Regional Land Transport Plans (RLTP). This note specifically applies to the prioritisation approach to be used by Regional Transport Committees (RTC) to prioritise improvement projects included in the RLTP.

The RLTP is not just a list of activities and projects that seeks inclusion in the National Land Transport Plan by Waka Kotahi. The RLTP consists of two distinct sections that fulfil differing purposes. RLTPs provide the regional context, setting out the problems, and how the proposed investment would address them at a regional level.

The front section of the RLTP sets the strategic context for transport activities in the region with a 30-year horizon. The strategic section is linked to the Ministry of Transport Outcomes Framework. The RLTP provides the strategic framework for an Approved Organisation (AO) activity management plans (AMP) and the AMP provides the background detail that supports maintenance, renewals and improvement projects to be included in the RLTP.

The back section of the RLTP includes the programme of activities that AOs are proposing for funding from the National Land Transport Fund. The RLTP is prepared by the RTC who must set the regions priority for the significant improvement projects AOs have proposed.

Prioritisation allows the region to tell their unique story on the outcomes that really matter and how investment in projects included in the various improvement activities will contribute to the RLTP desired outcomes, their individual community outcomes and the direction provided by the Government Policy Statement on land transport.

This document proposes a prioritisation approach based on principles that regions are encouraged to adopt when developing their RLTP 2021-24. The TSIG/Waka Kotahi working group encourage regions and unitary authorities to use this proposed approach as it will allow Waka Kotahi to consider activities and projects in one region alongside activities and projects of similar priority in other regions. Currently, unique approaches taken by different regions to prioritise their activities and projects make it difficult to draw comparisons.

Projects and activities defined as having a 'high' regional priority may or may not also have high alignment with the GPS priorities. The priority given using the proposed methodology will provide a methodical way for Waka Kotahi to recognise regional importance when confirming projects for inclusion in the NLTP.

Value Proposition

Using the prioritisation principles will give credibility to an activity or projects regional priorities in the RLTP. This will allow Waka Kotahi to recognise regional priorities when administering funding.

The regional priorities can also be used to support applications for investment for projects/packages from PGF and other Crown funding sources. RTCs may utilise the regional priorities to support advocacy for projects in their respective region.

Prioritisation Approach

The prioritisation approach is recommended by the TSIG/Waka Kotahi working group for **Improvement Activities of more than \$2 million**. Projects to be prioritised must show strong alignment with the strategic ‘front end’ of the RLTP. Rather than recommend a detailed process the working group are recommending a principles-based approach that will allow regions a little more flexibility in their prioritisation process but still provide Waka Kotahi with confidence that a consistent approach has been taken across the sector.

Principles to be applied

The base principles are;

- Road maintenance and renewal, Public transport existing services and road safety promotion are considered as “continuous programs” and are being captured as part of the Activity Management Plan (AMP) or Regional Public Transport Plan(RPTP). All continuous programs are eligible for NLTF funding within the relevant activity class. The allocation of NLTF funds to continuous programs will take account of cost-effective levels of investment to maintain an appropriate customer level of service when considering the distribution of available funds. These should be listed, and any inter-dependencies specified. These activities do not require prioritisation at a regional level.
- Low cost, low risk (LCLR) activities are being assessed at the programme level. There should be a strong linkage between the AMP and RLTP that provides insight to the quality and value proposition of these programs. These should be listed, and any inter-dependencies specified. These do not require to be prioritised at a regional level.
- Activities being developed, in a Programme Business Case, Indicative Business Case or Detailed Business Case stage, may be prioritised to demonstrate their importance to the region but under normal circumstances would not be prioritised.
- Activities including business cases that are part of a package are prioritised as part of the package and not as an individual item.
- Activities with contracts signed and funding allocated from any source (e.g. property, pre-implementation and implementation), are considered as “committed”. These should be listed, and any inter-dependencies specified. These do not require to be prioritised on a regional level.

The above is a guide but is not intended to omit any activity or project from being in the priority list by the RTC. It will be each RTCs choice whether to include activities or projects that they deem are significant at a regional level. The inclusion of an activity in the priority list would also provide additional visibility along the process, provide RTC an opportunity to elevate its importance.

The principles are developed in alignment with Waka Kotahi’s guidance on developing regional land transport plans and should be updated as required.

Statutory Context

According to the Land Transport Management Act (LTMA) 2003, a regional programme should include:

- Outline of funding sources, e.g. NLTF, local rate contributions, central government (PGF, NZUP etc.
- List of region’s ‘significant’ activities proposed for funding over the next 3 to 6 years in priority order
- List of inter-regionally ‘significant’ transport activities
- A 10-year financial forecast

Section 16 (3)(d) of the Land Transport Management Act 2003 (Act) requires significant activities to be ranked by priority. ‘Significant’ activities are not defined in the Act, and **RTCs are responsible for defining ‘significant’ activities for prioritisation.**

A suggested definition of ‘significant’ activities’ is provided in Table 1, and it could be adapted to reflect each region’s requirements as defined by the RLTP strategic ‘front end’.

Table 1: **Suggested Definition of Significant Activities**

Significant Activities		
Section 16 (3)(d)	Significant activities - to be presented in order of priority	All new improvement activities in the region where funding from the National Land Transport Fund is required within the first three years of the Regional Land Transport Plan other than: Maintenance, operations and renewal programmes Public transport programmes (existing services) Low cost/low risk programmes Road safety promotion programmes Investment management activities, including transport planning and modelling Business cases that are not part of a package
Significant inter-regional activities		
Section 16 (2)(d)	Activities that have inter-regional significance	Any significant activity (see above): <ul style="list-style-type: none"> • that has implications for connectivity with other regions; and /or • for which cooperation with other regions is required; or • any nationally significant activity identified in the Government Policy Statement on Land Transport <p><i>Note:</i> <i>Regions should connect with their neighbours to identify activities or programmes that connect to and/or depend on each other to be successful. This can also inform the prioritisation process. For example, a region may wish to adjust the priority of an activity to the same level as that of a connecting activity in a neighbouring region to maximise them being considered in combination rather than separately.</i></p>

Significant expenditure funded from other sources		
Section 16 (2)(c)	Significant expenditure on land transport activities to be funded from sources other than the National Land Transport Fund	Any expenditure on individual transport activities, whether the activities are included in the Regional Land Transport Plan or not from: Approved organisations (where there is no National Land Transport Fund share) Crown appropriations Other funds administered by the Crown

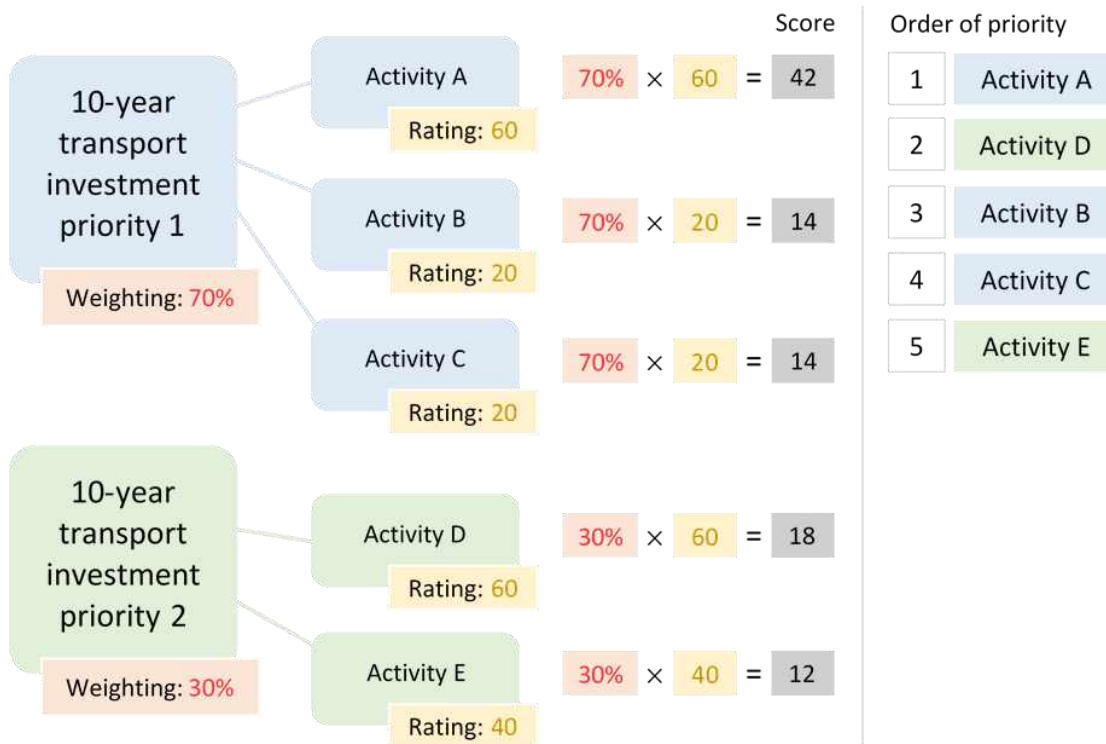
Prioritisation Approach

- To link the strategic ‘front end’ with the ‘Improvement Activities >\$2 million’ requires AOs to align their projects with the ‘most fitting’ investment priority agreed by the RTC.
- In most Regions, there will not be many Improvement Activities >\$2 million included in the RLTP. (N.B. The low cost / low risk threshold has been increased to \$2 million per project)
- If more than one project aligns with an investment priority, the RTCs technical officers advisory group will need to achieve consensus on each project’s contribution to the investment priority using their professional expertise.

Example Scenario

In this scenario, there are only five activities that meet the definition of significant activity for the two investment priorities.

For the prioritisation, the TOG used their technical expertise and local knowledge to achieve an agreed contribution distribution or the two activities.



- The raw score for Activity A is 42, calculated as 60% of 70, i.e. $0.6 \times 70 = 42$
- The raw score for Activity D is 18, calculated as 30% of 60, i.e. $0.3 \times 60 = 18$
- On this basis, Activity A would be priority 1 in the RLTP and Activity D, priority 2. This reflects the technical position of the prioritisation approach and is a recommendation of the TOG.
- RTC may decide to elevate Activity D to priority 1, to promote its importance to the region, and the provision of a reason for such event is recommended.

Frequently asked Questions

- Question: Does this mean RLTP's do not consider maintenance and renewals important?
- Answer: Maintenance and renewals support the stewardship of the transport system and according to the prioritisation principles, are of the 'highest priority'. Evidence base to support maintenance and renewals can be found in each Approved Organisations (AO) Activity Management Plan and the inclusion of this Activity in the National Land Transport Programme is from agreement between the AO and Waka Kotahi.



Date 9 September 2020

Subject: **New Plymouth Airport Update**

Approved by: M J Nield, Acting Chief Executive

Document: 2580660

Purpose

1. The purpose of this memorandum is to provide the Committee with an update from Richard Buttimore, Operations Manager, New Plymouth Airport, including the new airport terminal and the impacts of COVID-19.

Recommendations

That the Taranaki Regional Council:

- a) receives with thanks the New Plymouth Airport update.

Decision-making considerations

2. 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

3. 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

4. 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

5. 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

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



Date 9 September 2020

Subject: **Port Taranaki Limited Update**

Approved by: M J Nield, Acting Chief Executive

Document: 2581791

Purpose

1. The purpose of this memorandum is to provide the Committee with an update from Justin Hawkridge, Customer Relationship Manager, Port Taranaki Limited, will provide an update on Port Taranaki activities.

Recommendations

That the Taranaki Regional Council:

- a) receives with thanks the Port Taranaki Limited update.

Decision-making considerations

2. 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

3. 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

4. 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

5. 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

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



Date 9 September 2020

Subject: **Regional road safety update**

Approved by: M J Nield, Acting 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:

- a) 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 Roadsafe Taranaki. Made up of representatives from the New Plymouth, Stratford and South Taranaki district councils, Roadsafe 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. Roadsafe 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



Date 9 September 2020

Subject: **Regional Public Transport Plan 2020/2030**

Approved by: M J Nield, Acting Chief Executive

Document: 2578438

Purpose

1. The purpose of this memorandum is to update Members on the draft *Regional Public Transport Plan 2020/2030* (RPTP) development.

Recommendation

That the Taranaki Regional Council:

- a) notes and receives with thanks the update on the draft *Regional Public Transport Plan 2020/2030*.

Background

2. Public transport is a key component of the regional land transport system and the Council (TRC) has a statutory responsibility for the planning and management of the public transport network in the region.
3. The RPTP is a statutory document required under the *Land Transport Management Act 2003* (LTMA). The plan sets out overall objectives and policies for public transport in the region, and contains details of the public transport network and development plans over the next ten years.
4. The draft RPTP was notified for consultation on Saturday 29 August 2020.

Discussion

5. Attached to this memorandum is the powerpoint presentation on the draft RPTP and the draft RPTP.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

8. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *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 2578502: RPTP 2020/2030 powerpoint

Document 2470199: Regional Public Transport Plan 2020 Public



Draft Regional Public Transport Plan 2020/30

Transport Services Manager

Taranaki Regional Council

Working with people | caring for Taranaki



Strategic case – problem 1

The ease of driving and high car ownership in the region along with general low profile and (legacy) low perception of public transport is leading to a decline in patronage growth from those that have their own vehicles.

Strategic case – problem 2

Limited accessibility and frequency of bus services is leading to under-utilisation of public transport.

Strategic case – problem 3

The current car focused investment model in provincial areas is leading to a suboptimal transport system that does not effectively integrate public transport.

Benefits of addressing problems

The benefits of addressing the issues identified equate to our long-term vision for the Taranaki region, which can be expressed as:

- Benefit one: accessible and integrated public passenger transport services that caters to the needs of people at a reasonable cost:
- gets people to where they want to go
- is affordable for users and funders

With greater collaboration between all governing public transport agencies a more user-friendly journey experience that gets people to where they want to go can be achieved.

Proposed strategic responses

The strategic responses are not standard public transport initiatives.

The responses instead focus on strengthening relationships with supporting organisations.

Without a partnership approach, it is unlikely the perception and usage of public transport in Taranaki will improve.

Proposed strategic responses

- Undertake a public transport network review using stakeholder and public feedback from the RPTP submissions
- Participate in New Plymouth District Council's development of an Integrated Transport Strategy in 2020/2021.
- Participate in the Ministry of Transport review of Total Mobility.
- Continue to make enhancements to existing services for example changes to improve reliability, customer service, coverage and technology advances.

Timeline

The Plan is available for public review and comment until 4.00 pm on Friday, 25 September 2020

A hearing, if required, will be held on 19th of October 2020 by the Executive, Audit and Risk Committee

TARANAKI REGIONAL PUBLIC TRANSPORT PLAN 2020-2030

DRAFT



Working with people | caring for Taranaki

Draft Regional Public Transport Plan
for Taranaki
2020/2030

Taranaki Regional Council

Private Bag 713

Stratford

Document No: 2470199

July 2020

Foreword

(to be inserted)

Table of contents

1.	Introduction	1
2.	Strategic context	2
	2.1. Period of the Plan	4
3.	Our current public transport system	5
4.	Strategic case	8
5.	Benefits of addressing the problems	11
6.	Objectives, policies and actions	12
	6.1. Network	12
	6.2. Services	13
	6.3. Service quality	14
	6.4. Farebox recovery	17
	6.5. Fares and ticketing	17
	6.6. Process for establishing units	19
	6.7. Procurement approach for units	20
	6.8. Managing, monitoring and evaluating unit performance	22
	6.9. Transport-disadvantaged	23
	6.10. Accessibility	24
	6.11. Infrastructure	25
	6.12. Customer interface	26
7.	Proposed strategic responses	28
	Appendix A: Public transport services integral to the public transport network	31
	Appendix B: Unit establishment	34
	Appendix C: Farebox recovery policy	36
	Appendix D: Significance policy	40
	Appendix E: Land Transport Management Act 2003 requirements	42

1. Introduction

The *Taranaki Regional Public Transport Plan* (RTP or the plan), prepared by Taranaki Regional Council (the Council), is a strategic document that sets out the objectives and policies for public transport in the region, and contains details of the public transport network and development plans for the next 10 years (2020-2030).

Purpose

This plan provides a means for the Council, public transport operators and other key stakeholders to work together in developing public transport services and infrastructure. It is an instrument for engaging with Taranaki residents on the design and operation of the public transport network.

The council is responsible for deciding which public transport services are needed in their region. The money to fund these contracts comes mainly from regional council ratepayers, Waka Kotahi NZ Transport Agency (Waka Kotahi), and fares from passengers using the service.

The decision as to which services should be provided is made through the preparation of this RTP, and the consultation involved in that process. Regional public transport plans are prepared under the *Land Transport Management Act 2003* (LTMA).

RTP review process

This plan has been prepared by the Taranaki Regional Council following circulation of a discussion document to stakeholders from territorial authorities, the education, health and access and disability sectors.

2. Strategic context

Land Transport Management Act 2003

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 purpose of LTMA is to “contribute to an effective, efficient and safe land transport system in the public interest”, and requires regional councils to adopt a regional public transport plan (RPTP). The LTMA prescribes how plans are to be developed, and sets out the matters that must be contained in a plan. It also describes the purpose of the plan, which is to:

- describe the public transport services that are integral to the public transport network
- define the policies and procedures that apply to those public transport services
- identify the information and infrastructure that supports public transport

Principles of the *Public Transport Operating Model* (PTOM) have been incorporated into the LTMA. PTOM is a system for planning, procuring and funding public transport. It aims to increase patronage with less reliance on public subsidies, through improved collaboration between operators and regional councils. PTOM requires all bus services to be divided into units and provided under exclusive contracts to the council. However, services which do not form part of the core public transport network are exempt from operating under contracts.

Adoption of the RPTP will enable the Council to procure services required to deliver an integrated public transport network.

Government Policy Statement on Land Transport

The *Government Policy Statement* (GPS) sets out the government’s desired outcomes and funding priorities for the land transport sector, and is the policy document that directly influences decisions on how funding from the *National Land Transport Fund* (NLTF) is invested for the next three year period.

The four strategic priorities for GPS 2018 are:

Safety

A land transport system that:

- is a safe system, free of death and serious injury.

Access

A land transport system that:

- provides increased access to economic and social opportunities
- enables transport choices and access - is resilient.

Environment

A land transport system that:

- reduces the adverse effects on the climate, local environment and public health.

Value for money

A land transport system that:

- delivers the right infrastructure and services to the right level at the best cost.

Public transport services contribute to all these objectives. The GPS 2018 contains a significant increase in funding for public transport over the next three years in order to help achieve the strategic priority of providing a land transport system that enables transport choice and access.

The Ministry of Transport has prepared a draft Government Policy Statement on Land Transport 2021/22 – 2030/31. The draft GPS 2021 builds on the strategic direction of GPS 2018 by maintaining the priorities but updating them to align with recent policy work and simplifying them. The Government is proposing to prioritise safety, better transport options, improving freight connections, and climate change.

Regional Land Transport Plan for Taranaki 2015/2016 – 2020/2021

The role of the *Regional Land Transport Plan* (RLTP) 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 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.

The overall vision for land transport in Taranaki is –

“A safe, effective and efficient land transport network, integrated across the whole transport system, which enables Taranaki to thrive and to lead sustainably prosperous New Zealand.”.

Long-Term Plans

The Council's Long-Term Plan (LTP) describes how the council is to deliver the outcomes agreed to by the local community, the level of rates expected for the first three years of the LTP and other information pertinent to the community. One aspect of a LTP is to set out public transport activities and funding sources for the next ten years

Taranaki 2050 Roadmap

In August 2019, Taranaki launched a co-designed Roadmap for how the region will transition to a low-emissions economy by 2050. A collaborative process has been used to further develop detailed actions across the 12 pathways the Roadmap identifies, with Transition Pathway Action Plans (TPAP) being created for each area.

The Taranaki 2050: Infrastructure and Transport TPAP was released on 8 June 2020. The TPAP describes the actions required to assist infrastructure and transport developments in Taranaki to achieve a low-emissions economy.

One area of Council's contribution is the introduction of low-emission, alternate fuelled buses e.g. electric. The transition to low-emission vehicles needs to be factored into future development of

services. A separate study assessing suitable alternate fuelled bus options and costs has already been planned and will be completed in 2020/2021.

2.1. Period of the Plan

Section 126 of the LTMA states the RPTP must, at all times, be kept current for a period not less than 3 years in advance, but not more than 10 years in advance. The Council may review the Plan from time to time but the Plan must be reviewed and, if necessary, renewed or varied, after the public transport service components of a RLTP are approved or varied.

3. Our current public transport system

Taranaki has a total population of 122,700 people and ranks 10th in population size out of the 16 regions in New Zealand¹.

Bus patronage has grown in the region from 407,000 trips in 2009/2010 to just under 650,000 in 2018/2019 an increase of 60%. Patronage in 2019/2020 dropped to 537,995 due to the impacts of COVID-19. While overall patronage has increased in recent years due to the introduction of the new Connector service (2014), and growth on the Citylink service from groups less likely to afford their own transport e.g. school students, patronage on the rural Southlink Ōpunake to Hāwera and Southlink Waverley to Hāwera services have declined over the last few years.

The regional services are classified as:

- Urban
- Rural
- Connector



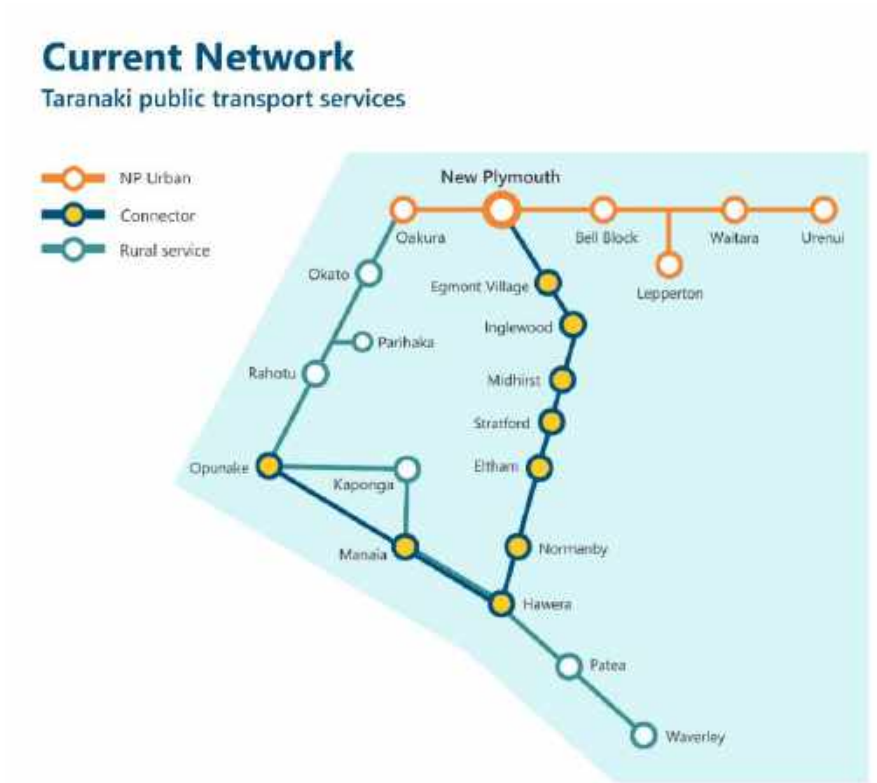
Figure 1 Public transport decision making framework

Services within north Taranaki account for 95% of the region’s public transport trips, comprised of 10 urban routes, (with the ceasing of the urban service to Oākura in June 2020) and an additional 27 routes catering mainly to school students, operating Monday to Friday, with two urban services operating on Saturdays. There are no services operating on Sundays or public holidays. All urban buses are wheelchair accessible and have bike racks fitted and all but one of the school buses are wheelchair accessible.

The Hāwera to New Plymouth ‘Connector’ bus service accounts for less than 5% of the region’s public transport trips and is comprised of one main bus operating four return trips Monday to Friday. It provides a link service to centres along State Highway 3. The main bus is supplemented by an additional bus to manage the high numbers of mainly Western Institute of Technology at Taranaki (WITT) students, travelling in the morning and afternoon, during term times only. The service does not run Saturday, Sundays or public holidays. The Connector buses are not wheelchair accessible.

The other three rural Southlink services provide a twice-weekly service from Waverley and Pātea to Hāwera and once-a-week services covering Ōpunake, Rāhotu, Parihaka, Ōkato, Kaponga and Manaia. These services account for less than 1% of trips regionally.

¹ Statistics NZ 2019



Taranaki services are similar to most other services in New Zealand where passenger fares received do not cover the full cost of providing public transport. Because of this there is an ongoing reliance on additional funding. The total gross cost of public transport contracts in the region is approximately \$3.2 million per annum and is funded through:

- Fares
- Government investment from the National Land Transport Fund, and
- Local government funding through rates

In addition, a minor source of revenue is received from selling advertising space on the backs and sides of the buses.

The Council also manages the Total Mobility Scheme. The scheme operates throughout the region with approved operators located in north Taranaki, Stratford and Hāwera. The scheme provides subsidised door-to-door transport for people with impairments affecting their ability to use bus services. It has 1,701 registered clients who undertook 50,522 trips in 2019/2020. Additionally, Ironside Vehicle Society receives funding support for its specialised wheelchair service undertaking 4,714 subsidised trips in 2019/2020.

The Taranaki region has limited public transport services and is viewed as a 'small' region in terms of the scale of services and funding and is comparable to Northland and Hawke's Bay regions. The Council contracts out the provision of public transport in the region. Bus services are funded through targeted rates, with Total Mobility services funded through general rates.

Passenger rail services

The region does not have any public passenger rail services. Given the investment signals from the Government Policy Statement on Land Transport Funding 2018/19 – 2027/28 (GPS), it is not considered appropriate to propose any light rail passenger transport services within the period of this plan.

Section 183 of the GPS states:

While GPS 2018 makes provision for rail funding, the scope of this funding is very tight. GPS 2018 supports investment in:

- improving urban rail services for passengers accessing housing, major employment areas and major metropolitan areas. This applies particularly to areas where demand is outstripping capacity and reliability needs to be improved or there is a need to reduce conflict between freight and passenger trains
- existing and new inter-regional commuter rail services, including the capital costs associated with the rolling stock to support housing and employment opportunities

4. Strategic case

This section provides a summary of the strategic case for the RPTP. The strategic case forms part of Waka Kotahi's business case approach to investment in transport.

As part of the development of the Plan, regional problems, the benefits of addressing the problems and responses to them, taking into account some initial feedback from stakeholders, have been identified.

Problem 1

The ease of driving and high car ownership in the region along with general low profile and (legacy) low perception of public transport is leading to a decline in patronage growth from those that have their own vehicles.

Taranaki's public transport network is centred on two main week-day units. These are New Plymouth, Bell Block, Lepperton, Waitara, Urenui and Ōakura, (Citylink) and Hāwera to New Plymouth via SH3 (Connector). The level of vehicle commuting between the various centres is significant; many people commute between north and south Taranaki and east of New Plymouth city and vice versa. Similarly, students traverse frequently between the centres, for tertiary, secondary or special charter education.

Parking in all centres is plentiful and either cheap or free; district plan rules ensure parking provisions for businesses. Within New Plymouth city there is plenty of free all day parking within easy walking distance of the CBD.

Areas of rural Taranaki are covered by the Southlink services Ōpunake to Hāwera and Ōpunake to New Plymouth (both once-a-week) and Waverley to Hāwera (twice-weekly). The choice of living in rural areas of Taranaki means that access to a private motor vehicle is high with 84% of households in the South Taranaki District having access to one or more vehicles (2018 Census).

Public transport in the region is traditionally viewed as a mode to be used by people without easy access to private transport options i.e. the transport disadvantaged. In the absence of any bus prioritisation, or deterrents to private vehicle use such as congestion or parking availability/costs, drivers do not consider public transport as an option for them. The convenience of driving outweighs any other reasons for using public transport.

Access to motor vehicles in Taranaki Region

	2001	2006	2013	2018
Taranaki region	90%	92%	93%	87%

Adult patronage as proportion of total bus patronage

	2014/15	2015/16	2016/17	2017/18	2018/19
Total patronage (all fare categories)	610,470	605,603	614,811	624,286	649,874
Adult patronage (excludes SuperGold)	42,809	41,511	38,254	38,359	36,013
Percentage	7.0%	6.9%	6.2%	6.1%	5.5%

Figures for 2019/2020 were not presented as all patronage was recorded as 'Adult' patronage while services operated under COVID-19 Alert Levels 4 and 3.

Problem 2

Limited accessibility and frequency of bus services is leading to under-utilisation of public transport.

Significant improvements have been made to Taranaki's bus networks over the last 10 years. The current operating structure for the Citylink services has been in effect since 2010. The network was viewed as fit for purpose, with nine peak services and five off-peak services operating. These are now supported by 27 additional peak services used mainly by school students. Student dominated services and the required resourcing limits the ability to enhance peak services to attract other users. The Citylink services (excluding the school services) follow a traditional hub and spoke model, with a pulse timetable, where most buses leave from and return to the New Plymouth CBD at the same time.

The Connector service commenced in February 2014. This is funded in part by the Western Institute of Technology at Taranaki (WITT) and the Taranaki District Health Board (TDHB). This is a one bus service, operating four return trips from Hāwera to New Plymouth. The travel distance (approximately 80km per trip) and travel time (approximately 90 minutes per trip) make service enhancements impossible without adding an additional vehicle/s.

The Southlink services were implemented to provide an opportunity for the transport disadvantaged to access services in the larger centres, namely New Plymouth and Hāwera. Patronage has declined steadily over the last few years with only a handful of regular users remaining, of which most of these travel for free under the Government SuperGold Card free off-peak travel scheme.

An example of a decrease in patronage is on the Waverley to Hāwera service. In 2012/2013 2,462 trips were recorded, with just 1,028 trips in 2019/20. This is a decrease of 58%.

Fares on the Connector service have remained unchanged since it started in 2014 and the last Citylink fare increase was in 2016. It is important to note that the fares have never been increased on the Southlink services. Council has recently reduced fares to a flat fare structure on two of the services, Ōpunake to Hāwera (now \$2) and Waverley to Hāwera (now \$3). This was to test whether fares may be a barrier to use and therefore a fare reduction would boost patronage.

The provision of fixed route, scheduled bus services is expensive. More frequent services or additional peak buses could be added but the cost of doing so needs to be carefully weighed against the potential use, especially considering the region's low population density and high car ownership. Any increase in service levels or increase in bus numbers will add a *significant cost to ratepayers* through targeted rates and taxpayers through central government investment.

Problem 3

The current car focused investment model in provincial areas is leading to a suboptimal transport system that does not effectively integrate public transport.

Transport planning and investment has traditionally been targeted at providing ever-improving roads, with public transport filling a minor role. Added to this is the region's dispersed communities and centralised location of essential services. These factors coupled with low population density, makes the provision of traditional public transport difficult and costly.

Traditional land use planning does not factor the provision of public transport into planning decisions. New residential areas continue to be developed without consideration for future public transport infrastructure or services. When services are considered the retrospective siting of infrastructure becomes problematic as many residential owners do not want bus infrastructure situated outside their property.

What Council would like to see is better integration of public transport into the transport system which, subject to proven demand and affordability, can play a greater role in the future. It is expected that there will be increasing demand for more services with greater coverage and a greater demand for specialist services such as Total Mobility and demand responsive services. This may require a different approach to public transport.

5. Benefits of addressing the problems

The benefits of addressing the issues identified equate to our long-term vision for the Taranaki region, which can be expressed as:

Benefit one: accessible and integrated public passenger transport services that caters to the needs of people at a reasonable cost:

- gets people to where they want to go
- is affordable for users and funders

With greater collaboration between all governing public transport agencies a more user-friendly journey experience that gets people to where they want to go can be achieved. However, this must be balanced against the cost of providing the services so that they remain affordable for users and funders.

Benefit two: contributes to a prosperous, connected, healthy, vibrant and environmentally sustainable community:

- enhances the health and wellbeing of our people
- improves the social cohesion of our communities
- makes our city and towns more liveable

There is strong evidence that there are significant economic, social and health benefits to enabling people to travel independently and safely around their local community. Communities that move around also interact with each other and are strengthened in the process.

A key benefit of moving people more effectively is the corresponding improvement in community wellbeing. Decreasing the priority for cars while increasing public transport priority will result in more areas of the region becoming attractive places to live.

The benefits also strongly align with wider regional and Government aims. These being:

- transitioning to a low-carbon economy, particularly relevant in Taranaki with the Council a stakeholder in the Tapuae Roa Strategy and Taranaki 2050 Roadmap
- recognising the wider social health and environmental benefits of public transport

6. Objectives, policies and actions

This chapter sets out the policies that apply to public transport services in the Taranaki region, and the actions that the Council proposes to take to implement those policies.

The Council's vision for public transport is:

"accessible and integrated public passenger transport services that cater for the needs of the people of Taranaki (including the transport disadvantaged) at a reasonable cost and in a manner which contributes to a prosperous, connected, healthy, vibrant and environmentally sustainable community".

Each section has the following format:

Objective: a statement describing the aim of the policy area

Discussion: a summary of the context for the policy area, including the issues it is addressing and the outcomes that it affects

Policies: the general course of action that the Council will follow to achieve each objective and guide its decisions on the future delivery of public transport services in Taranaki

Actions: the specific actions that the Council intends to take to implement each policy

Implementation of the policies and actions depends on whether funding is available.

The Council will ensure that the objectives, policies and actions in this Chapter are reflected in the provisions of contracts with public transport operators.

Unless specifically identified, the policies and actions outlined in this chapter do not apply to exempt services .

The lists of policies and actions are not in order of priority. The Council will assess and prioritise actions during the period of the plan, subject to available resources.

6.1. Network

Objective 1: A core network of accessible, integrated and reliable public transport services that support Taranaki's communities.

The Council proposes to provide a core network that is accessible, integrated and reliable connecting regional centres to key urban centres providing access to employment, education, health, welfare, social, and retail services.

A core network provides significant longer-term benefits for Taranaki, notably:

- efficient use of resources
- increased patronage as users can rely on consistent, dependable services
- efficient use of infrastructure, as it is used more frequently.

Investing in this type of network is expected to achieve better value-for-money outcomes for the Council and its funders.

The changing nature of demand means that there will be ongoing need to review existing services and consider new and innovative responses to changes in the region. The policies and actions below provide the opportunity for revised and new services to be implemented where these meet identified demand or social need in an affordable and integrated manner.

Policies	Actions
1.1. Provide a core network of integrated and reliable services	Continue to provide both urban, rural and connector public transport services, where appropriate, subject to meeting service KPI's
1.2. Encourage mutually supportive land use and public transport development policies	Work with the territorial authorities to promote transit oriented development around greenfield and urban intensification proposals
1.3. Investigate new service opportunities	Investigate options for trial services where gaps in the network exist or as new development occurs

6.2. Services

Objective 2: Responsive services that connect people with where they want to go.

The urban and connector service network will be the core of a timely route structure operating generally Monday to Friday (excluding public holidays) with limited urban services operating on a Saturday. Routes will mainly service major residential areas, schools, commercial and where possible industrial estates, and be integrated to maximise the range of travel options and destinations.

The rural service network will operate generally once-a-week to provide a lower frequency of geographic coverage across the region. Where possible, the rural services will be routed to enable passengers to make connections to the urban, connector and exempt services for example inter-regional bus services. This will allow more passengers to access a wider range of destinations throughout the region.

Passengers will be expected to transfer between services to complete their journey, therefore, the network will depend upon enabling passengers to move easily between different services, having appropriate infrastructure at the key interchange points and providing high quality customer information.

Policies	Actions
2.1. Provide a network of public transport services	<p>Plan and procure services using the following service layers:</p> <ul style="list-style-type: none"> • Urban: Regular frequency service (generally Monday to Saturday) that provides connections between, Bell Block and Waitara, to and from New Plymouth (Ōakura urban service was discontinued in 2020 due to low patronage) • Rural: Low frequency service (minimum weekly) that provide access to town centres for social, welfare, health and activity services • Connector: moderate frequency service (generally two-hourly week days) connecting Hāwera and New Plymouth

Policies	Actions
2.2. Provide a public transport network that maximises the range of travel options and destinations available	Design routes and timetables to provide convenient connections between services and to minimise total journey time, including waiting time for connections
2.3. Enable timely and cost-effective service provision in developing urban areas in collaboration with territorial authorities	<ul style="list-style-type: none"> i. Encourage planning decision-makers and authorities to ensure that public transport corridors are identified and provided for in all significant new developments. ii. Where appropriate introduce public transport (initially under trial) services in new and developing areas in a timely and cost effective manner
2.4. Ensure that services respond to identified customer needs	<ul style="list-style-type: none"> i. Consult operators, passengers, and the public in the affected areas during service planning and reviews prior to procurement ii. Consider options for trial or new services where these are shown to meet customer demand in an affordable cost-effective and integrated manner and introduce such changes as a variation to this Plan where appropriate.
2.5. Maintain consistent levels of service in each service layer, appropriate to demand	<p>Provide the following minimum service levels for each service layer:</p> <ul style="list-style-type: none"> • Urban: Peak 40 minutes • Off-peak 70 minutes • Rural: Once-a-week with approximately two hour stopovers • Connector: two hourly between 6am-7pm, weekdays (excluding public holidays)
2.6. Enable timely and cost-effective service adjustments to meet demand	<ul style="list-style-type: none"> i. Put mechanisms in place within the PTOM contracting environment to allow service provisions to be adjusted efficiently and effectively to match demand, fare revenue, and respond to new service opportunities. ii. Put mechanisms in place to enable efficient communication with public transport passengers, to ensure that services can continue to respond to demand

6.3. Service quality

Objective 3: A convenient and reliable public transport system using modern vehicles

A high quality public transport system gets passengers to where they want to go quickly, and provides reliable whole-of-journey travel times. The most important consideration for passengers and potential users is reliability - a trip leaves on time and arrives at (or very close to) the scheduled time.

Operational monitoring and fleet improvements will assist in reducing travel times and increase service reliability. However, where buses mix with traffic, journey times and reliability are affected by external factors.

All vehicles operating on current service contracts will be required to comply with Waka Kotahi's **Requirements for Urban Buses** (subject to any approved exemptions).

The PTOM provides for a partnering approach, where the Council and operators collaborate to achieve ongoing service and quality improvements.

The Council will also monitor trends in patronage to facilitate systematic improvement of the network through improved planning and operational and cost-efficiencies.

Policies	Actions
3.1. Develop realistic, achievable timetables that are reliable and dependable	<ul style="list-style-type: none"> i. Develop timetables using actual monitored travel times. ii. Work with operators to monitor actual travel times (if possible using GPS real time tracking) and other performance measurement systems, and modify timetables as required to provide customers with a high standard of service reliability.
3.2. Improve public transport journey times where possible	<ul style="list-style-type: none"> i. Increase electronic Smart Card usage (on applicable services) to reduce boarding times ii. Advocate for investigation of bus priority measures along key corridors to reduce bus journey times where appropriate iii. Advocate for specific measures to reduce the operating time of services, such as stop rationalisation or bus priority signage, where appropriate
3.3. Provide a reliable, punctual, customer focused network of services	<ul style="list-style-type: none"> i. Specify whole network standards for reliability and punctuality, and incentivise good service performance through the PTOM contracts ii. Work in partnership with operators to continually improve reliability, punctuality, safety and all aspects of customer service iii. Effectively and efficiently monitor services and manage performance through appropriate contractual methods, as required iv. Work with operators to carry out driver and staff training, including customer service training, to ensure a consistent high standard of presentation and performance v. Specify driver, crew, and staff training as a condition of any contract with the Council

Policies	Actions
	<ul style="list-style-type: none"> vi. Require operators to ensure that training and performance includes the safety of the public, both on and off the vehicle, including the safety of cyclists vii. Require the inclusion of disability awareness training, and training on the needs of passengers with special needs, for all staff who are in contact with customers
<p>3.4. Ensure that all vehicles meet required standards</p>	<ul style="list-style-type: none"> i. Ensure that all future urban bus service contracts comply with Waka Kotahi's Requirements for Urban Buses ii. Specify vehicle size and quality on rural and connector contracts match service demand, terrain, and road conditions as required iii. Enable cyclists to better access the public transport system, by providing bike racks on selected services
<p>3.5. Ensure agreements encourage good operator performance</p>	<ul style="list-style-type: none"> i. Incorporate specifications and a KPI regime including service reliability and punctuality, quality, compliance, customer service, and safety in PTOM service agreements ii. Where performance is consistently high and patronage has increased, ensure that appropriate reward mechanisms exist within contracts or through the PTOM framework
<p>3.6. Monitor and continuously improve service delivery</p>	<ul style="list-style-type: none"> i. Work with operators to access operational information in a timely fashion, and include conditions for timely operational reporting in PTOM contracts ii. Require contracted service operators to provide operational information, as required, including: <ul style="list-style-type: none"> • Reliability (early running) • Reliability (cancellation) • Punctuality (late running) • Patronage and passenger kilometres • Service inputs (in-service kms and hours delivered) • Farebox revenue • Safety and security • Driver training iii. Ensure that suppliers have sufficient information about service performance across the whole network, so that they can continually improve services offered to customers

Policies	Actions
	<ul style="list-style-type: none"> iv. Utilise shared, centrally accessed service specifications, service performance, and service measurement data between the Council and operators to improve service performance v. Collect customer feedback on service quality and performance (through surveys, customer complaint processes, and other methods) including information about: <ul style="list-style-type: none"> • Reporting timeliness • Customer satisfaction • Passenger facilities (on bus) • Complaints (including number resolved)

6.4. Farebox recovery

Objective 4: Effective and efficient allocation of public transport funding

Farebox recovery is the measure of operational bus expenditure funded by passenger fares. For the last several years the annual regional farebox recovery rate has been approximately 39% however in 2019/2020 this was down to 37%. The current balance between users, ratepayers and Waka Kotahi towards the total cost of providing the regions bus services are:

- i. Passenger fares 37%
- ii. Ratepayers 31%
- iii. Waka Kotahi 32%

The farebox recovery policy aims to maintain or increase the ratio of user fares to operating costs. The farebox recovery policy is included in Appendix C.

6.5. Fares and ticketing

Objective 5: A fares and ticketing system that attracts and retains customers

Fares will be subject to regular review and adjustment, to ensure that user charges keep pace with changes in operating costs, and that the farebox recovery targets in Section 4.2 are achieved. The Council will continue to review the targets to ensure that they achieve an optimum revenue balance between fares and patronage. It is intended to achieve improvements in farebox recovery through increasing patronage and carefully managing operating costs balanced with fare increases.

The introduction of a new ticketing system will enable Council to be more flexible in the fare structures it can offer. One option is fare capping. Fare capping is a pricing concept that limits the total amount of fares each passenger pays for a defined period of travel. An example is weekly capping where a passenger might only pay for four days while travelling for five days. The benefits for passengers is affordability, no upfront costs and the more travel undertaken within the defined period the less each trip costs.

Policies	Actions
<p>5.1. Implement a fares and ticketing system appropriate for the level of service provided</p>	<ul style="list-style-type: none"> i. Ensure all operators implement the required fare and ticketing systems ii. Ensure that all fare revenues collected by operators, and third parties are auditable and available for apportionment iii. Where required assign unit operators to use and manage, Council supplied, electronic ticketing equipment, and to provide an electronic fare collection system iv. Investigate other fare structure options made capable by the new ticketing system
<p>5.2. Maintain fares at a level that will assist in achieving farebox recovery targets</p>	<ul style="list-style-type: none"> i. Conduct regular annual reviews of operating costs and Waka Kotahi indexation levels to determine the extent of any fare adjustments required to maintain farebox recovery targets in Policy 9.2 ii. Implement actions to reduce operating costs and/or increase patronage
<p>5.3. Provide concession fares for target groups on services</p>	<ul style="list-style-type: none"> i. Retain existing urban services fare concessions for target groups, including: <ul style="list-style-type: none"> • Children under 5: free • Children 5-15 years of age • Secondary school students aged 16-18 years • Tertiary students • Community Service Card holders • ACCESS card holders • Seniors • SuperGold Card free off-peak ii. Retain existing rural services fare concessions for target groups, including: <ul style="list-style-type: none"> • Children under 5: free • Children 5-15 years of age • Seniors • Community Service Card holders • SuperGold Card free off-peak • ACCESS card holders iii. Provide connector service fare concessions for target groups, including: <ul style="list-style-type: none"> • Children under 5: free • Children 5-15 years of age • Secondary school students aged 16-18 years • Seniors • Community Service Card holders • SuperGold Card free off-peak

Policies	Actions
	<ul style="list-style-type: none"> • ACCESS card holders • Tertiary students <ul style="list-style-type: none"> iv. Regularly review concessionary fare levels and affordability v. Regularly review Total Mobility subsidy rates, in consultation with stakeholders, to determine whether they continue to meet user needs vi. Consider short-term promotional fare discounts to support new or improved services
5.4. Ensure that all users pay the correct fare	Following implementation of the new electronic ticketing system develop a fare inspection, enforcement, and auditing regime through operator contracts, to ensure that all passengers pay the correct fare and to minimise the opportunity for fraud.
5.5. Participate in the collective regional council electronic ticketing project	<ul style="list-style-type: none"> i. Continue to participate in the collective regional council Service Level Agreement with the contracted provider ii. Assess, when appropriate the, value for money case of participating in Project NEXT (National Ticketing System)

6.6. Process for establishing units

Objective 6: Follow all legislative requirements and Waka Kotahi guidelines to establish units that will be contracted to Council

Amendments to the LTMA in 2013 introduced the concept of a unit. A 'unit' means:

a public transport service, or group of public transport services:

- a. that a regional council identifies as integral to the region's public transport network; and
- b. that operates , or will operate, on the entire length of one or more routes specified in the regional council's regional public transport plan; and
- c. that includes all of the public transport services operating to a timetable that applies to the entire route or routes specified for the unit.

Policies	Actions
6.1. Implement a process for establishing operating units for all public transport services that will be contracted to the Council	Follow Waka Kotahi's guidelines for preparing regional public transport plans and LTMA requirements,

6.7. Procurement approach for units

Objective 7: A procurement system that supports the efficient delivery of public transport services

Urban public transport services (except for exempt services) will be procured through price and quality-based service contracts while all rural public transport services will be procured through either direct appointment or staged service contracts.

All public transport services described in this Plan (other than exempt services) will be required to be provided under contract to the Council as part of a unit, in order to implement the policies and actions described in this Plan.

The urban service in Taranaki will be subject to a partnering contract designed to be consistent with requirements in the Agency's procurement manual. Exempt services will continue to operate outside the PTOM and not provided under contract to the Council.

Policies	Actions
<p>7.1. Ensure the appropriate allocation of roles, responsibilities, and risk between the Council and operators using the PTOM</p>	<p>Work with operators, suppliers, and funders to align with the PTOM to deliver an efficient and effective range of public transport services across the region. Specifically:</p> <ul style="list-style-type: none"> i. All public transport services that are integral to the regional public transport network described in this Plan (other than deemed exempt services) will be grouped into units, based around logical geographic catchments, and taking into account the need for units to be of sufficient size to ensure a competitive service supplier market and deliver efficient and effective services which can increase patronage ii. All public transport services described in this Plan (other than exempt services) will operate under a contract with the Council, in order to implement the policies and actions in this Plan. iii. Each unit will form the basis of an individual PTOM contract with the Council iv. The financial incentive mechanism that will be incorporated into the partnering contracts will describe a shared responsibility between the operator and the Council for growing the business, and sharing the fare revenue risk and reward v. All contracts will include key performance indicators around service performance, quality, cost effectiveness, and safety

Policies	Actions
7.2. Ensure service continuity to the travelling public	<ul style="list-style-type: none"> i. Incorporate appropriate service continuity provisions into the unit contracts that include appropriate mechanisms for eliciting changes to a unit when network or service review processes deem this necessary ii. Provide appropriate lead times for all service provisions to allow operators sufficient time to secure resources
7.3. Identify specific exempt services that are not subject to PTOM contracts	<ul style="list-style-type: none"> i. Provide for exempt services to operate within the Taranaki region without a PTOM contract ii. Inter-regional services that operate without a direct subsidy from the Council iii. Existing registered commercial bus services in operation at 30 June 2011 that did not offer fares set by the Council
7.4. Adopt a partnership approach to network planning and service changes	<ul style="list-style-type: none"> i. Use the PTOM contracting model to enter and manage contractual relationships with operators. ii. Where possible, implement significant network changes at the start of the PTOM contract tendering / negotiation rounds iii. Work with contracted operators to develop a business plan for each PTOM unit that aims to grow its commerciality and passenger demand, subject to the overall network development plans and targets in the RPTP. The business plan will be jointly owned by The Council and the unit operator, and will clearly define individual and joint responsibilities iv. Revisit the business plan at regular intervals (at least annually) v. Publish an annual report of performance league tables showing PTOM unit patronage growth and commerciality
7.5. Ensure that the operation of exempt services does not adversely affect the wider public transport network	<ul style="list-style-type: none"> i. Assess all applications to operate or vary exempt services according to the statutory requirements. The Council may decline to register an exempt service, or vary the route or routes of an exempt service, where the service or variation is: <ul style="list-style-type: none"> • likely to have a material adverse effect on the financial viability of any unit • likely to increase the net cost to the Council of any unit

Policies	Actions
	<ul style="list-style-type: none"> • contrary to sound traffic management or any environmental factor identified by the Council as important to the region ii. The service is identified in this Plan as being integral to the public transport network in the region

6.8. Managing, monitoring and evaluating unit performance

Objective 8: A system of monitoring and review that supports continuous improvement

The Council will regularly monitor progress towards these targets. It will also monitor the implementation of this Plan and use a series of key performance indicators (KPIs) to determine how well the public transport system is achieving its objectives. This information will be regularly published to ensure that the public has access to up-to-date information on service performance.

The Council has developed a policy to determine whether or not any proposed variation to the RPTP is significant (see Appendix V). If the proposed variation to the RPTP is significant, the Council must consult on such variation in accordance with the requirements of section 125 of the LTMA.

Policies	Actions
<p>8.1. Undertake regular monitoring and reporting of service, unit and system performance</p>	<ul style="list-style-type: none"> i. Implement monitoring, reporting, and analysis of service trip and unit performance (including patronage, ticket sales and type, punctuality and reliability, and other matters) against patronage, farebox recovery, service level, and service performance targets ii. Prepare a regular public report on progress using the following KPIs, segregated where possible by weekday peak, inter-peak, and weekend time periods : <ul style="list-style-type: none"> • Total public transport boardings • Passenger km travelled • Proportion of residents within 500 metres walk of a stop on the rapid and frequent service network • Patronage growth on all bus services • Service improvements delivered to schedule within agreed budgets • Customer satisfaction ratings for public transport services • Customer rating of public transport value for money • Reliability: late running and cancelled services • Punctuality: proportion of services “on time” (i.e. percentage of scheduled trips between 59 seconds before and 4 minutes and 59 seconds after the scheduled departure time at the selected points) • Proportion of services with disability access • Operating subsidy per passenger km • Farebox Recovery Ratio

Policies	Actions
8.2. Ensure appropriate public consultation on future Plan variations	Use the policy on significance in Appendix V to determine the appropriate level of consultation undertaken for any proposed variation to the RPTP

6.9. Transport-disadvantaged

Objective 9: Improved access for communities and groups whose needs are not met by the public transport system

An important focus of this Plan is to meet the needs of those who are least able to travel to basic community activities and services – the transport-disadvantaged.

Providing a network of public transport services goes some way to meeting these needs. However, it is recognised that some groups have specific needs that may be met more effectively by access to specialised passenger transport services and / or concessionary fares. Subject to continued funding availability, the Council will therefore continue to support specific services such as the Total Mobility service for people with disabilities, fare concession schemes, and school bus services.

The Council will work with disability groups to ensure that the principles outlined in the Human Rights Commission report *The Accessible Journey* are reflected in the development of public transport services and infrastructure.

Policies	Actions
9.1. Provide a public transport network that is accessible and safe, particularly for vulnerable users	<ul style="list-style-type: none"> i. Identify target groups and areas where service planning can help the transport-disadvantaged, particularly vulnerable users such as children, senior citizens, and people with disabilities ii. Work with stakeholders to identify and resolve accessibility and safety issues iii. Specify services (or specific elements of services) that must be operated by accessible vehicles which conform to Waka Kotahi guidelines and the Council requirements iv. Ensure that accessible information is widely available by using appropriate formats and media, including audio and visual (see Section 6.6)
9.2. Provide transport services and facilities for customers whose needs are not met by the regular public transport network	<ul style="list-style-type: none"> i. Promote the location and design of facilities to ensure safe access for all customers to and around transport stops, with particular attention to the needs of people with disabilities ii. Advocate for better design of infrastructure to improve access and usability for the transport-disadvantaged iii. Work with operators to ensure that training for drivers, and other staff in contact with the public includes

Policies	Actions
	<p>appropriate assistance for customers who have difficulty using public transport</p> <p>iv. Investigate feasibility of demand-responsive services in order to provide transport options for those who are unable to use regular public transport services</p> <p>v. Continue to fund the Total Mobility scheme, including:</p> <ul style="list-style-type: none"> Contracting small passenger service operators and specialist operators to provide targeted services Providing a discount on qualifying travel (up to a specified subsidy) In eligible cases, assisting with the installation of hoists or ramps in specialist vehicles so that wheelchairs can be carried
<p>9.3. Support public transport services and facilities that better meet the needs of individual, rural, and isolated communities, taking into account value for money and local initiatives</p>	<p>i. Identify appropriate public transport services and facilities for rural areas by:</p> <ul style="list-style-type: none"> Engaging with territorial authorities and local communities to develop proposals for community-driven initiatives to design and implement tailored public transport services on a trial basis Working with territorial authorities and local communities to identify and resolve funding and procurement issues Working with territorial authorities and local communities to explore the longer-term viability of services that have been trialled successfully

6.10. Accessibility

Objective 10: Improved access for communities and groups who rely on public transport as their main means of transport

An important focus of this Plan is to advocate for those who are the least able to access private transport. There are three key areas of accessibility.

- i. access to the network
- ii. facilities
- iii. bus quality

Policies	Actions
<p>10.1. Ensure good access to public transport services</p>	<p>Design urban routes so that at least 95% of the New Plymouth population resides within 400m of a public transport route</p>
<p>10.2. Advocate for accessible infrastructure</p>	<p>Continue to work with the Taranaki Disability Information Centre and agencies to advocate for facilities that cater to those with disabilities</p>

6.11. Infrastructure

Objective 11: Advocate for a high standard of public transport infrastructure that supports service provision and enhances the customer experience

Bus stops, shelters, interchanges, terminal layover facilities require clear, consistent branding, with service levels and information to meet customers' needs for an integrated, easy-to-use, customer-focused system. An efficient and effective public transport system relies on the provision of well-designed and well-maintained facilities including:

- bus stops and shelters
- route and timetable information
- interchanges
- terminal layovers

Their design also needs to provide good access, and safety and personal security at all stages of the journey, particularly for people with disabilities.

Policies	Actions
<p>10.3. Collaborate with territorial authorities to integrate infrastructure and service provision</p>	<ul style="list-style-type: none"> i. Continue the Public Transport Operating Group for the Citylink service between New Plymouth District Council and the Taranaki Regional Council ii. Work with all territorial authorities to develop an on-going programme of infrastructure improvements based on level of service indicators, with upgrades to improve journey times, reliability, safety, and the connection environment for the customer iii. Work with bus operators and the territorial authorities to make provision for terminal layover facilities as necessary to ensure the efficient and reliable operation of bus services iv. Ensure a consistent strategy for network branding, naming, and information, is applied to all public transport facilities and infrastructure
<p>11.1. Advocate for the provision of accessible, customer-focused facilities appropriate to the public transport route and the immediate locality</p>	<ul style="list-style-type: none"> i. Advocate for bus facilities that comply with design guidelines such as the proposed Waka Kotahi Public Transport Infrastructure Guidelines and which are appropriate for existing and future land use ii. Advocate for central city and key interchange bus access, departure, and interchange points easy for customers to understand and access iii. Advocate for bus stops and interchange facilities focus on providing appropriate amenity and shelter, while maximising their attractiveness as a network access point from a customer perspective

Policies	Actions
	<ul style="list-style-type: none"> iv. Advocate for the location of bus stops in a way that allows for quick and convenient access, especially for transferring passengers v. Advocate for infrastructure that enhances customer safety and security by meeting or exceeding the safety requirements set out in design guidelines, as appropriate to the location

6.12. Customer interface

Objective 12: Simple, visible, and intuitive customer information and service

The move to a more connected network needs to be accompanied by a more customer-focused approach to public transport. This includes:

- a. a better understanding of, and response to, customer needs
- b. a more proactive approach to dealing with complaints
- c. using customer feedback to identify opportunities for improvement
- d. the provision of training at all levels
- e. a stronger focus on customer service in contracts and supplier relationships.

A consistently branded network, integrated end-to-end service, and relevant and accurate customer information gives users confidence that they will reach their destination on time or be able to make a timely and convenient change to another service.

A consistent brand will help customers to identify the network so it is easy to use, and also clearly integrates all elements of the network into a single multi-modal system.

The Council recognises the need to provide customer information and communications material, in order to attract new customers and to encourage existing customers to continue or expand their use of public transport.

Policies	Actions
12.1. Use customer feedback to continually enhance services	Continue to enhance the process for dealing with customer feedback and complaints, to provide for a "one-stop-shop" approach, a clear escalation process, and clarity on the respective responsibilities of the Council and operators
12.2. Provide a range of marketing material to attract potential customers	<ul style="list-style-type: none"> i. Work with operators to provide excellent customer information to market public transport products ii. Work with operators to build a strong public transport brand and on-road presence which highlights the levels of service offered by different elements of the service network, and emphasising frequencies and ease of use

Policies	Actions
	<ul style="list-style-type: none"> iii. Proactively market service improvements to key market segments, using a range of approaches and communication channels that are relevant to each group iv. Ensure that service changes are communicated to affected areas and groups before implementation, using a variety of communication channels, as appropriate
<p>12.3. Provide a wide choice of information channels for customers</p>	<ul style="list-style-type: none"> i. Provide up-to-date timetable information at all bus stops, in a standardised format with the network brand described in Policy 6.2 above ii. Maintain - and continually improve - a public transport information website iii. Ensure that external vehicle destination displays comply with the requirements of Waka Kotahi's Requirements for Urban Buses iv. Work with territorial authorities to develop appropriate travel information to promote journeys that better integrate active modes and public transport v. Continue to provide information in formats that are accessible for people with impaired vision (large print timetables) vi. Continue to provide information to Total Mobility members, agencies, and assessors (newsletters)
<p>12.4. Provide a high-quality travel experience</p>	<ul style="list-style-type: none"> i. Ensure that high-quality customer service standards are maintained by all drivers on public transport services ii. Ensure drivers are trained in the need for smooth acceleration and braking, which will have multiple benefits of: improving the comfort and safety of passengers, improving fuel consumption, and reducing vehicle emissions iii. Work with operators on improving all drivers on public transport services' disability awareness skills
<p>12.5. Provide a range of customer feedback channels</p>	<ul style="list-style-type: none"> i. Aim to respond to customer feedback within 10 working days ii. Monitor feedback on service performance and convey this to operators, as appropriate, for onward action

7. Proposed strategic responses

To address the problems identified for public transport in the Taranaki region a number of strategic responses are being proposed.

The strategic responses are not standard public transport initiatives that have been tried in the past with minimal gain, such as increase public transport mode share by travel behaviour change initiatives. The responses instead focus on strengthening relationships with supporting organisations. The Council would like to see supporting organisations accept wider responsibility and commit to increased collaboration to address the challenges identified within this document. Without a partnership approach, it is unlikely the perception and usage of public transport in Taranaki will improve.

The responses are:

1. Undertake a public transport network review using stakeholder and public feedback from the review to develop new public transport options and costings. This will create a 10-15 year structured development plan. Changes in investment can be aligned with the Waka Kotahi's 3-year funding programmes.
2. Participate in New Plymouth District Council's development of a Transport Strategy in 2020/2021. New Plymouth District Council is looking to develop an Integrated Transport Strategy for the District. This will be a multi-modal review of transport and how it integrates with existing and planned land-use and infrastructure across the District.
3. Participate in the Ministry of Transport review of Total Mobility likely in 2021.
4. Continue to make enhancements to existing services for example changes to improve reliability, customer service, coverage and technology advances.

The Council is of the opinion that unless we participate in responses one and three above and get greater understanding and support from the territorial authorities, in particular the New Plymouth District Council, then there is little benefit in a major step-change in the current levels of public transport investment.

Public Transport Network Review

As part of the development and long-term planning for public transport, funding has been budgeted for 2020/2021 to carry out a region-wide review of the region's public transport networks. The last region-wide review of passenger transport was undertaken in 2004 by Booz, Allen and Hamilton. The recommendations from that report formed the basis for the region's current network.

It is proposed the new Regional Public Transport Plan will be used as the basis for developing a short to medium term road map of the future public transport network in Taranaki. This will include developing options and costings for the further enhancement of services, where viable, and possibly the restructuring or cancelling of underperforming services. It is proposed that an external consultant develop the road map in conjunction with officers. Funding has been included in the 2020/21 financial year and officers will work with the Waka Kotahi to confirm the availability of the proposed funding.

The structure and timing of this review will allow time to consider future options and to allow for the required investment business case to be developed and submitted to the Agency as part of the 2021/2024 National Land Transport Programme (NLTP).

Participate in New Plymouth District Council's development of a Transport Strategy

New Plymouth District Council is looking to develop an Integrated Transport Strategy for the District. This will be a multi-modal review of transport and how it integrates with existing and planned land-use and infrastructure across the District. Development of the Strategy proposed for 2019/2020 has been deferred to 2021/2022.

Participate in Ministry of Transport review of Total Mobility

The Ministry of Transport recognises the difficulties that transport disadvantaged New Zealanders face when accessing the transport system. Consideration of issues for the transport disadvantaged is built into policy work. For example, the Ministry has engaged with representatives of disability groups, including the Disabled Persons Assembly, during the development of the new road safety strategy.

The Ministry has received feedback regarding the effectiveness of the Total Mobility Scheme and that it is not fit-for-purpose for all users. Examples include there being a limited number of accessible vehicles and providers in provincial areas of the country, and the cost of the Scheme for those who use it on a daily basis, despite the discounted fare.

This impacts on education, employment, and access to community services. However, the Ministry understands that simply reviewing the Total Mobility Scheme in isolation will not address all of the concerns that have been raised from the disabled community. Broadening this review to also consider how Councils can improve access to, and experience of, the transport system for those living with a disability will likely lead to more effective outcomes.

The Ministry is likely to undertake a strategic assessment of provision of services for people with different transport needs in the 2020/21 financial year. This assessment will include a review of the Total Mobility Scheme.

Planned activities

While there are ongoing challenges to ensure public transport is truly seen as a viable alternative transport option to the private motor car, the Council is continuing to improve and enhance the services. A number of enhancements have already commenced or planning for them is underway. The following are planned in the next one to three years:

- new bus ticketing system including new ticketing machines with tag-on tag-off functionality; personal card management via a website with features such as automatic card top-up; card balance; report a lost or stolen card; and automatic concession approval for SuperGold Card holders and children aged five to 15 years
- bus App with real-time passenger information
- increase the frequency of Connector trips and provide for an accessible bus option
- upgrade the Total Mobility management system
- assess funding for Ironside Vehicle Society Inc
- implement increased services levels between Waitara, Bell Block and New Plymouth
- investigate alternate fuelled bus options for example electric and develop a transition plan as part of Council's contribution to Taranaki 2050
- continue to assess Timaru's MyWay by Metro on-demand public transport service trial

- continue to participate in the national ticketing system procurement project

As noted the Council wants to undertake a network review of all the regions services following the renewal of this Plan, as the last review occurred in 2008/2009. The Council wants to avoid a piecemeal approach to any significant enhancement of existing services or implementation of new services. Waka Kotahi's funding structure requires enhancements and step changes in services to be proven by following the business case approach. Local share must also be available

We know that there are already other specific service requests as shown below. These along with other submissions will inform the proposed network review and lay the foundation for medium to long-term activities. They are not listed in any particular order.

- daily bus service with multiple return trips from Ōkato to New Plymouth
- expanded Citylink services to Taranaki Base Hospital catering to shift workers and patients
- cross-city services in New Plymouth focused around key service centres such as residentially-sited shopping centres, supermarkets and medical centres
- services to Bell Block industrial area during normal business hours
- services to New Plymouth Airport
- additional Saturday services and routes similar to the week-day schedule
- extended Citylink operating hours, these are currently 7am to 6.20pm

Appendix A: Public transport services integral to the public transport network

The Regional Council provides the following bus services covering New Plymouth, Bell Block, Lepperton, Waitara, Tikorangi, Urenui and Ōakura. These include a mix of urban services and school services. Other services may be identified and incorporated into the plan by way of variation.

Service	Area/s covered	Type
Route 1	CBD, Moturoa	Urban - Monday to Friday
Route 2	CBD, Lynmouth, Marfell, Whalers Gate	Urban - Monday to Friday
Route 3	CBD, Lynmouth, Marfell	Urban - Monday to Friday
Route 4	CBD, Westown, Hurdon	Urban - Monday to Friday
Route 5	CBD, Frankleigh, Park, Ferndale	Urban - Monday to Friday
Route 6	CBD, Vogeltown/Brooklands	Urban - Monday to Friday
Route 7	CBD, Welbourn/Highlands Park	Urban - Monday to Friday
Route 8	CBD, Merrilands/Highlands Park	Urban - Monday to Friday
Route 9	CBD, Fitzroy/The Valley/Glen Avon	Urban - Monday to Friday
Routes 51 – 54	CBD, Strandon, Welbourn, Brooklands, Vogeltown, Frankleigh Park, Westown, Marfell, Whalers Gate, Spotswood, Lynmouth	Urban - School
Route 20	CBD, Waitara/Bell Block/New Plymouth	Urban - Monday to Friday
Route 10	Saturday - CBD, Vogeltown, Frankleigh Park, Westown, Marfell, Spotswood, Moturoa,	Urban - Saturday
Route 11	Saturday - CBD, Strandon, Fitzroy, Bell Block, Merrilands, Brooklands, Vogeltown	Urban - Saturday
Route 12	Merrilands, Lynmouth, Spotswood	Urban - School
Route 14	Merrilands	Urban - School
Route 21	Waitara to Spotswood	Urban - School
Route 22	Waitara/Motunui to New Plymouth	Urban - School
Route 23	Urenui/Tikorangi to New Plymouth	Urban - School
Route 24	Waitara to New Plymouth	Urban - School

Service	Area/s covered	Type
Route 30	Bell Block to New Plymouth	Urban - School
Route 31	Lepperton to New Plymouth	Urban - School
Route 32	Bell Block to New Plymouth	Urban - School
Route 33	Bell Block to New Plymouth	Urban - School
Route 34	Bell Block to New Plymouth	Urban - School
Route 35	New Plymouth to Bell Block	Urban - School
Route 40	Ōakura/New Plymouth	Urban - School
Route 41	Ōmatā to New Plymouth	Urban - School
Route 42	Ōakura to New Plymouth	Urban - School
Route 43	Ōakura to New Plymouth	Urban - School
Route 44	Ōakura to New Plymouth	Urban - School
Route 45	New Plymouth to Ōakura	Urban - School
Routes 91, 92, 93, 95 and 97	Various New Plymouth schools to Ariki Street Bus Centre	Urban - School

The Regional Council provides the following bus services covering south and coastal Taranaki. Other services may be identified and incorporated into the plan by way of variation.

Service	Area/s covered	Type
Waverley to Hāwera	Waverley, Pātea, Hāwera	Rural
Ōpunake to Hāwera	Ōpunake, Kaponga, Manaia, Hāwera	Rural
Ōpunake to New Plymouth	Ōpunake, Rāhotu, Pungarehu, Ōkato, Ōakura, New Plymouth	Rural

The Regional Council provide the following bus service linking south and north Taranaki via State Highway 3. Other services may be identified and incorporated into the plan by way of variation.

Service	Area/s covered	Type
Hāwera to New Plymouth	Hāwera, Eltham, Stratford, Inglewood, New Plymouth	Connector

Total Mobility

The Total Mobility scheme caters to those people with impairments by providing access to suitable transport. The Council intends to continue providing the Scheme throughout Taranaki where approved transport providers operate. Areas where approved operators are based are:

Area	Approved transport provider
New Plymouth	Energy City Cabs New Plymouth Taxis Driving Miss Daisy Freedom Companion Driving T E Taxis
Stratford	Stratford Taxis
Hāwera	STOPS

Other services

The Council intends to continue to support Ironside Vehicle Society as a specialist transport provider as part of the Total Mobility Scheme.

Appendix B: Unit establishment

Unit design

The Public Transport Operating Model (PTOM) seeks to grow patronage while reducing a reliance on public subsidies by meeting the dual objective of growing the commerciality of public transport services and growing a confidence that services are priced efficiently and the market is competitive.

Principles

The following principles have been taken into consideration in designing the proposed units. The extent to which particular principles have been applied to particular units varies according to the peculiarities of the particular units.

Network and service review

Before identifying units, the Council identified routes and services that are integral to the region's public transport network. The proposed unit design takes into account the Council's ability to undertake future service reviews in consultation with operators (ideally, changes to services to meet foreseeable local community needs will be able to be delivered within a unit).

Marketable whole

Units should be 'marketable wholes' – that is, potentially deliverable by operators either as stand-alone operations or as part of a wider suite of services.

Customer market

Units should have readily identifiable customer markets for the services, enabling the operators and the Council to apply the right commercial behaviours to growing the market. A customer market might generally be thought of as a geographic area or areas, but could also be generated by a particular activity or use – for example, an airport, shopping precinct, hospital or university.

Whole-route operation

Each unit must comprise a service or group of services that operates on the entire length of one or more routes.

Unit attractiveness

Units should be attractive to a tenderer, and should attract competition from a range of operators. Units should be efficient groups of services in terms of management, vehicle utilisation etc.

Opportunities to group units in tenders

Opportunities for operators to tender for units in groups to encourage efficiencies and thus value for money have been taken into account.

Mode specific

Units must be single-mode specific, so a unit cannot include both a bus and a ferry or train route.

School services consideration

School services not provided by the Ministry of Education must be arranged into units. School services operating on a timetabled route are logically allocated to that unit.

Wider network consideration

This includes taking into account connections between routes and achieving higher frequencies by services overlapping on parts of a trunk route.

The following table highlights the key unit design principles applying to each proposed unit.

Unit	Key unit design factors
New Plymouth, Waitara Bell Block and Ōakura	<p>Network and service review – carried out in 2009 with current network rolled out in 2010. The only urban service (Monday – Saturday) in the Taranaki region</p> <p>Marketable whole – delivered as one contract. High integration between urban and school services</p> <p>Customer market – established with opportunity for continuing patronage growth</p> <p>Mode specific – bus</p> <p>School services consideration – 27 school services included in the unit</p> <p>Wider network consideration – urban services operate as a ‘pulse hub network’ enabling connections to be made between services</p>
Ōpunake-New Plymouth	<p>Marketable whole – one bus, once-a-week service</p> <p>Mode specific – bus</p>
Ōpunake-Manaia- Hawera	<p>Marketable whole – one bus, once-a-week service</p> <p>Mode specific – bus</p>
Waverley-Pātea-Hāwera	<p>Marketable whole – one bus, once-a-week service</p> <p>Mode specific – bus</p>
Hāwera -New Plymouth service via SH3	<p>Marketable whole – one to two buses, daily service (Monday-Friday) connecting south and north Taranaki</p> <p>Marketable whole – delivered as one contract</p> <p>Customer market – recently established service with opportunity to grow patronage</p> <p>Mode specific – bus</p>

Appendix C: Farebox recovery policy

Introduction

In accordance with the Waka Kotahi NZ Waka Kotahi (Waka Kotahi) requirements, the Taranaki Regional Council (the Council) has adopted a farebox recovery policy. Farebox recovery measures the percentage of the costs of providing bus services that is covered by passenger fares (the balance of the costs is met in equal proportions by local ratepayers and Waka Kotahi).

In the short to medium-term, central government funding is expected to be similar to current levels, although the impacts of Covid-19 is likely to have an impact for the medium term.

The previous national target of 50% was achieved with Waka Kotahi to review the policy in the future in order to help achieve the aims of the Government Policy Statement for Land Transport 2018. The review is not yet complete. However, Waka Kotahi has confirmed that the underlying principles are still relevant.

To continue to contribute towards maintaining farebox recovery the Council will give priority to actions that grow patronage (especially where spare capacity is available), and reduce operating costs (if possible), in preference to simply raising fares.

Background

Waka Kotahi requirements

Waka Kotahi requires that all regional councils prepare a “farebox recovery policy”, and include that policy in the Regional Public Transport Plan.

Waka Kotahi require the farebox recovery policy to:

- Set a target farebox recovery rate for the public transport system
- Set out how the target was chosen
- Set out a strategy as to how the target will be achieved
- Set out how the policy complies with various relevant national and regional planning documents, and with legislation
- Provide for an annual review of fare levels and a review of fare structures at a minimum approximately once every six years or to coincide with RLTS and/or LTP reviews.
- Waka Kotahi prescribe the formula for establishing the farebox recovery rate.

Services included

The public transport services to be included in the calculation of the fare recovery are all the Council contracted services operating in the region.

Long-distance (e.g. inter-city services) services, privately funded school services, Ministry of Education funded school services, tourist and charter services are not included.

The farebox recovery target

In applying its farebox recovery policy, the Regional Council has decided to measure farebox recovery of region as a whole rather than measuring individual services, routes or trips. Individual services, routes or trips, particularly those that might be regarded as “social” services, are not necessarily expected to achieve the target set out in this policy.

However while the Council has agreed to adopt a region-wide target for the purposes of this policy, the Council has a target recovery rate of 25% for rural services (rural service make up a very small proportion of the total (about 3%)), and thus have little impact on the overall recovery rate.

The table below shows the actual farebox recovery level for the whole region for the last financial year, and the target rate set by the Council for the four years to 2023/2024. All figures have been calculated using the Waka Kotahi's farebox recovery formula.

Actual farebox recovery (2019/2020)	Target (2020/2021)	Target (2021/2022)	Target (2022/2023)	Target (2023/2024)
37%	≥37%	≥38%	≥38%	≥39%

How the targets were chosen

The Council has chosen targets that maintain or improve the farebox rate while at the same time recognising the ability-to-pay of passengers given the current structure of services and the challenge of reducing operating costs.

Lowering the target below that achieved in 2019/20 is not considered appropriate – the Council believes that it is appropriate that passengers pay a reasonable share of the costs. The Council considers that a seeking to improve passenger contribution will provide a suitable balance between the contributions of ratepayers/taxpayers and passengers.

Method of calculation

The formula used to calculate farebox recovery is prescribed by Waka Kotahi and is set out in detail on its website. In essence the formula is total fare revenue divided by total costs.

Strategies to meet the targets

As indicated above, unless future revenues increase and/or costs reduce, the target recovery levels will not be met in the future. Thus some form of intervention will be needed to achieve the targets.

Four intervention strategies are set out below. These strategies will require the Council to work with transport providers and local councils to achieve the targets. The needs of the transport disadvantaged will need to be considered in any intervention.

Strategy 1: Improve operating efficiencies

Improvements to operating efficiencies will reduce costs and therefore improve farebox recovery.

The Council in association with transport provider is constantly monitoring the costs and revenues of services, and investigating how to improve efficiency. Services with poor farebox recovery will be identified, and efforts made to improve the performance of those services. Changes may include better coordination and integration of services, which may for example be achieved through small timetable changes and/or route optimisation.

Strategy 2: Increase patronage

Increasing patronage will increase revenues, and thus improve farebox recovery.

The Council will look to increase patronage by undertaking general and targeted publicity as well as improving service quality through improving infrastructure, maintaining high vehicle quality standards, and optimising routes and service levels to increase accessibility.

Strategy 3: Reduce poor performing services

Reducing poorly performing services will have the effect of reducing costs and thus increasing farebox recovery.

Poor performing services (i.e. those services with high costs and/or low patronage) can be improved assessing operating times, frequencies and routes and making adjustments, (including reductions) to frequencies and routes where appropriate. The Council will also consider alternative ways of providing services, such as on-demand and dial-a-ride options.

Strategy 4: Review of fare products and fare levels

Increasing fares will lead to increases in revenue and thus improve farebox recovery.

Small increases in fares are likely to be required on a regular basis to cover the increases in costs of providing bus services.

Other options may include reviewing the availability and eligibility criteria for concession fares, reviewing the levels of discount available and seeking supplementary sources of funding.

How the policy will be applied

The current gross cost of the contract enables revenue recovery to be easily monitored on a monthly basis, and thus any reduction in farebox recovery will be quickly identified. If the recovery rate is dropping, the Council will then decide which of the intervention strategies will be applied.

Implementation date

This policy will apply once the Regional Public Transport Plan is approved.

Fare level review

An annual fare level review will be undertaken at the conclusion of each financial year. This review will take into consideration the farebox recovery levels but may also include any other factors he considers relevant. The review will also address the level of discounts and concessions within the existing fare structure.

Fare structure review

The Council will review fare structures at least every six years. The fare structure review will address all aspects of the fare system, including the appropriateness of zones as the base for the system, and the availability of (and discount to be applied to) concession fares.

Policy review

This policy (including the targets) will be reviewed at least every three years or when the Regional Public Transport Plan is reviewed (which is likely to be at least every three years).

It may also be reviewed immediately if Waka Kotahi policy or practices affecting farebox recovery change.

Policy contribution

Policy	Comment
Government Policy Statement on Land Transport Funding (GPS)	<p>The GPS outlines the Government’s strategy to guide land transport investment over the next 10 years. It also provides guidance to decision-makers about where the Government will focus resources. The GPS operates under the Land Transport Management Act 2003, which sets out the scope and requirements for the GPS.</p> <p>The Government Policy Statement identifies four strategic directions: safety, access, environment, and value for money.</p> <p>The Government Policy Statement also sets the policy framework for the National Land Transport Programme, which allocates Waka Kotahi funds for transport activities.</p>
Regional land Transport Strategy (RLTP)	<p>This policy contributes to the RLTP by at least maintaining the level of local contribution towards the funding of public transport, and thus helping to achieve objectives set in the RLTP.</p>
Regional Public Transport Plan (RPTP)	<p>This policy contributes to the RPTP by looking to improve efficiencies and value for money.</p>
Land Transport Management Act 2003 (LTMA)	<p>This policy contributes to the LTMA by aiming to improve efficiencies and effectiveness, and by maintaining the level of local contribution towards the funding of public transport.</p>
Public Transport Operating Model (PTOM)	<p>The Public Transport Operating Model (PTOM) was developed for the procurement and service delivery of public transport services. Its key objectives are to:</p> <p>Grow the commerciality of public transport services and create incentives for services to become fully commercial</p> <p>Grow confidence that services are priced efficiently and that competitors have access to public transport markets</p> <p>The PTOM is a planning, procurement, and business development framework. Key features are the design of efficient public transport networks, incentivising joint public private investment, and building relationships between regional councils (including Auckland Transport) and operators to provide the basis for a genuine partnership.</p>

Appendix D: Significance policy

This appendix sets out the Taranaki Regional Council's (the Council) policy on significance. This is required to determine whether any proposed variation to the RPTP is significant for the purpose of section 126 (4) of the LTMA, which refers to the level of consultation that is required before a variation can be adopted.

A more streamlined process may be adopted for matters not considered significant.

For the purpose of this policy:

- Significance is a continuum, from variations of high significance through to variations of low significance. The policy sets a significance threshold, relating to a high degree of significance.
- If a variation is not significant then the consultation requirements under section 125 (1) of the LTMA do not apply. This does not imply that the variation is unimportant or that no consultation will take place. The Regional Council fully intends to undertake targeted consultation on matters that affect specific communities and stakeholders, including operators, even when these matters do not invoke the significance threshold outlined in this policy.

Significant variations

A significant variation is likely to have more than minor impact on any of the following:

- The Council's ability to achieve its vision
- The Council's ability to achieve the strategic direction and guiding principles of the RPTP
- The Council's ability to achieve the objectives of the RPTP, or the Regional Land Transport Plan
- The reallocation of the funding available for public transport in the region

When assessing the significance of any proposed variation, the Council will consider:

- The reasons for the variation, and the alternatives available
- The magnitude of the variation in terms of its financial cost to the region
- The extent to which the proposed variation departs from the strategic direction and guiding principles contained within the RPTP
- The proportion of the regional community that would be affected to a moderate or greater extent by the variation
- The likely effect on the overall level, quality, and use of public transport services in the region
- The extent to which the variation is consistent with the Regional Land Transport Plan, and the Government Policy Statement
- The implications for the present and future economic development and efficiency of the region, safety and personal security, access and mobility, environmental sustainability, or public health
- The likely effect on the Council's Long Term Plan

Any variation that amends this significance policy is deemed to be significant and must follow the consultation requirements in section 125 (1) of the LTMA.

Targeted engagement

When the Council finds that a proposed variation is not significant, the Council will undertake targeted stakeholder engagement in the following circumstances:

a For service reviews

As service reviews affect only a part of the region, full consultation will not generally be required. Key stakeholders will be included in preliminary engagement as the service plan is developed, and targeted public engagement will follow when options have been identified.

b For minor changes in the delivery of public transport services

Minor changes in service delivery that are required to improve efficiency (such as adding or removing trips, and minor route changes) have only a local impact. In these cases, engagement will generally be undertaken on a low level with the operator(s) involved, the relevant territorial authority, and passengers who use the services.

c Other variations

Any proposals for changes that affect only a sector of the community or the industry (such as a change to the *Total Mobility* scheme, or a change to specific vehicle quality standards) will be worked through with those most likely to be affected, as well as other relevant stakeholders.

Note that this policy does not preclude the Council from a more comprehensive consultation process for a variation that does not meet the significance threshold if the benefits of that consultation are considered to outweigh the costs.

Appendix E: Land Transport Management Act 2003 requirements

A regional public transport plan must contribute to the purpose of the Land Transport Management Act 2003 (LTMA) which is an efficient and effective land transport system in the public interest (Section 3 of the LTMA). A regional council must also, when preparing a statement of proposal to adopt a regional public transport plan and before adopting a regional public transport plan, be satisfied that the proposal satisfies the requirements of Section 123 of the LTMA. The following table contains an assessment against the requirements of Sections 3, 114 and 123. The Council is satisfied that the Plan complies with the LTMA.

LTMA reference	Provision	Contribution
3 Purpose	The purpose of this Act is to contribute to an effective, efficient, and safe land transport system in the public interest."	<ul style="list-style-type: none"> ▪ The Plan's contribution to the purpose of the LTMA, and the efficiency and effectiveness of the overall strategic approach to public transport in the Taranaki region has been assessed through the RLTS process. ▪ A range of strategic options were developed and evaluated as part of the RLTS process.
114A Principles "(1) (a)	Regional councils and public transport operators should work in partnership and collaborate with territorial authorities to deliver the regional public transport services and infrastructure necessary to meet the needs of passengers.	<ul style="list-style-type: none"> ▪ The RPTP includes a section on working together which covers both our relationship with operators and territorial authorities.
114A (1) (b)	The provision of public transport services should be coordinated with the aim of achieving the levels of integration, reliability, frequency, and coverage necessary to encourage passenger growth.	<ul style="list-style-type: none"> ▪ Enhanced levels of service on the Urban service in New Plymouth, Bell Block, Waitara and Ōakura will contribute to improved journey times, reduced congestion, and better use of existing transport capacity. ▪ The coverage provided by the regional public transport network as a whole will provide better access to education, health, employment and areas that contribute to economic growth.
114A (1) (c)	Competitors should have access to regional public transport markets to increase confidence that public transport services are priced efficiently.	<ul style="list-style-type: none"> ▪ The establishment of units is designed to enable regular entrance to the market, primarily through the Rural contracts and in future the Connector contract.
114A Principles "(1) (d)	Incentives should exist to reduce reliance on public subsidies to	<ul style="list-style-type: none"> ▪ The development of units, establishing a partnership approach and regular monitoring aligned with Waka

LTMA reference	Provision	Contribution
	cover the cost of providing public transport services.	<p>Kotahi's Key Performance Indicators will provide the framework for reducing reliance on public subsidies.</p> <ul style="list-style-type: none"> ▪ Specific incentives for performance will be incorporated into contract relationships with operators.
115 Principles "(1) (e)	The planning and procurement of public transport services should be transparent.	<ul style="list-style-type: none"> ▪ The RPTP clearly sets out both the planning and procurement approach for the Council's public transport services.
124 (a) (ii)	Has been prepared in accordance with any relevant guidelines that the Transport Agency has issued.	<ul style="list-style-type: none"> ▪ Waka Kotahi's Requirements for Urban Buses (2011) have been taken into account and referenced in this Plan.
124 (a) (iii)	Is, if it includes a matter that is not within the scope of the regional land transport plan, otherwise consistent with that plan.	<ul style="list-style-type: none"> ▪ The purpose of this Plan is to give effect to the public transport components of the current RLTS. The RLTS was assessed against the regional policy statement and regional plans, and was found to be consistent with them. District plans were also taken into account during the development of the RLTS. Future versions will be revised to be consistent with the regional land transport plan
124 (c) (i)	Take into account any national energy efficiency and conservation strategy.	<ul style="list-style-type: none"> ▪ The national energy efficiency and conservation strategy was taken into account in the development and assessment of the preferred strategic option in the RLTS.
124 (c) (ii)	Take into account any relevant regional policy statement, regional plan, district plan, or proposed regional plan or district plan under the Resource Management Act 1991	<ul style="list-style-type: none"> ▪ The purpose of this Plan is to give effect to the public transport components of the RLTPS. The RLTP was assessed against the regional policy statement and regional plans, and was found to be consistent with them. District plans were also taken into account during the development of the RLTP. Future versions will be revised to be consistent with the regional land transport plan.
124 (c) (iii)	Take into account the public transport funding likely to be available within the region.	<ul style="list-style-type: none"> ▪ The Investment and Funding section of the Plan provides a detailed assessment of the funding likely to be available within the region.
124 (c) (iv)	Take into account the need to obtain the best value for money, having regard to the desirability of encouraging a competitive and efficient market for public transport services.	<ul style="list-style-type: none"> ▪ The Council has a procurement strategy for transport activities. The objective of the strategy is to procure public transport services in a way that: <ul style="list-style-type: none"> ▪ achieves value for money, ▪ encourages competitive and efficient markets, and ▪ sustains those markets.

LTMA reference	Provision	Contribution
124 (c) (v)	Take into account the views of public transport operators in the region	<ul style="list-style-type: none"> ▪ A discussion document was distributed to public transport operators to enable their views to be taken into account during the development of the Plan.
35 and 120 (1) (vii)	Consider the needs of persons who are transport-disadvantaged	<ul style="list-style-type: none"> ▪ The Transport Disadvantaged section of the Plan considers the needs of the transport-disadvantaged.

Glossary of Terms and Acronyms

Bus priority measures	Facilities to improve bus operation i.e. enhance the attractiveness and reliability of public transport e.g. bus lanes, bus bypasses and traffic signal prioritisation.
Business Case Approach	Waka Kotahi's approach to transport planning investment. The approach is broken down into phases with decision points along the way to determine if the investment is worthwhile in relation to the desired outcome.
Concessions	Discounted bus fares for specific groups of passengers.
Demand-responsive services	A form of shared transport where the vehicles alter their routes based on passenger demand rather than operating to a fixed route or timetable.
Exempt services	Unsubsidised, commercial public transport services that are not considered an integral part of the regions urban public transport network so therefore do not operate under contract to the Council.
Fare capping	A pricing structure that limits the amount a passenger pays for their trips over a day, a week or a month. Provides incentive and accessibility to all passengers.
Farebox recovery	The percentage of operating expenditure which are met by fares paid by passengers.
GPS	Government Policy Statement – refers to the government's policy document on Land Transport issued under section 66 of the LTMA. The GPS directly influences how funding from the NLTF is to be invested for the following three year period.
Integrated public transport	The ability to combine different modes of transport to increase ease and efficiency for passengers in terms of cost, comfort, safety, accessibility and convenience.
Key corridors	Generally a linear area defined by one or more modes of transportation such as streets, roads and railway lines.
Layover facilities	A point where a bus stops to provide for passenger transfers and driver breaks.
LTMA	Land Transport Management Act 2003 – the main statutory framework for land planning and funding in New Zealand.
LTP	Long Term Plan – the ten year long-term council plan produced by regional and territorial authorities in accordance with section 93 of the <i>Local Government act 2002</i> .
Multi-modal	Using a variety of different methods (or modes) to accomplish something.
NLTF	National Land Transport Fund – the fund established under Section 10 of the LTMA to pay for land transport activities.
NOP	Network Operating Plan – an agreed process that helps better manage and plan the use of the transport network.
PTOM	Public Transport Operating Model – the framework introduced by Cabinet in 2011 for the provision of urban bus and ferry services. The model is used to contribute to government's goal to grow public transport patronage with less reliance on subsidy.

Requirements for Urban Buses	(RUB) the purpose of the RUB is to standardise urban bus requirements across regional councils (and Auckland Transport) to create efficiencies and improve the usability and accessibility of buses for all passengers.
RPTP	Regional Public Transport Plan – the strategic document prepared by Council under the LTMA. The document sets out the objectives and policies for public transport in the region, and contains details of the public transport network and development plans for the next 10 years.
Stop rationalisation	Reorganising existing bus stops on a given route based on certain criteria such as passenger density and land use patterns.
Tapuae Roa	Taranaki’s regional economic development strategy. Developed in collaboration with Taranaki’s four councils, Venture Taranaki, local business leaders, iwi and central government.
Territorial Authorities	A city or district council (in Taranaki these are the New Plymouth, Stratford and South Taranaki district councils)
Total Mobility Scheme	The Total Mobility scheme caters to those people with impairments by providing subsidised door-to-door transport.



Date 9 September 2020

Subject: **Public Transport Operational Update for year end June 2020**

Approved by: M J Nield, Acting Chief Executive

Document: 2577467

Purpose

1. The purpose of this memorandum is to provide members with an operational report on public transport services for the quarter and year ending 30 June 2020.

Recommendation

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 2020.

Background

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

Covid-19

3. New Zealand moved to Covid-19 Alert Level 1 on 8 June 2020. Progressive steps were taken to bring all services back to pre-Covid as we stepped down in alert level. This included limiting some services to school student only to ensure contact tracing requirements were met, and finally returning services to 100% operational from 18 May 2020 (while under Alert Level 2), and finally reintroducing fares from Monday 25 May 2020.
4. One service, Route 40 Oākura to New Plymouth was redesignated as a full time school service running just one return service per day down from the four return services per day previously operated. This means that commuters do not have an after 5pm service. The decision was made to stop the additional trips due to the extremely low commuter patronage, less than 2 passengers per trip, experienced over many months. It was viewed that there are other areas of greater need that need to be addressed rather than run an empty bus on most trips.

5. To ensure operators remained viable during the Covid-19 lockdown and restricted service period Waka Kotahi NZ Transport Agency funded foregone revenue to Council and covered additional expenditure related to operators additional cleaning of buses and PPE.
6. Waka Kotahi NZ Transport Agency also funded the client's share of Total Mobility trips from mid-April to 30 June 2020. During this period, there were 524 trips.
7. Of special note Waka Kotahi NZ Transport Agency announced that the Board will continue to fund foregone revenue and additional operating costs, as result of the Covid-19 disruptions, for the next six months - July to December 2020. It will also be reviewed for the following six months - January to June 2021.

Employment Relations Amendment Act update

8. On 6 May 2019, changes to the Employment Relations Act 2000 came into force, providing workers with minimum entitlements to rest and meal breaks. The changes mean bus drivers are entitled to paid 10-minute breaks during typical driving shifts. Employers and employees agree when to take their breaks. If they cannot agree, the law sets out when breaks should be taken, so long as it is reasonable and practical to do so.
9. Council has two services, Citylink and Connector, that were impacted by the new legislation. The Connector service posed the most issues in terms of seeking a solution due to the length of time each trip takes (70kms and 90 minutes) and continuous nature of the trips, whilst the solution for the Citylink service was straightforward.
10. The solution for the Citylink service does not incur any additional costs. This was achieved by tweaking the existing urban timetable to provide for the driver breaks.
11. The solution for the Connector service resulted in an agreement between the drivers and a change in the structure of the service, including timings of some trips, which incurred some additional costs. However the costs are not significant.

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

12. Patronage for the year totalled 510,212 down 17.5% on the 618,407 recorded in 2018/2019.
13. Patronage for the quarter was down 7,654 trips or 8.4% reflecting the significant impact Covid-19 had on the service during April and May. However, it is encouraging to note, that June 2020 patronage totalled 56,809 just 746 trips or 1.3% below June 2019.

Connector (Hāwera to New Plymouth) bus service

14. Patronage for the year totalled 25,072 down 3,891 or 13.4% on the 28,963 recorded in 2018/2019.
15. Patronage for the quarter was 2,862 down 3,844 or 47%. However, as with the Citylink service patronage, it bounced back in June 2020 and was actually higher than in June 2019 at 2,862 compared to 2,615, up 9%.

Southlink services

16. Patronage as at the end of the 2019/2020 financial year is down on both the Southlink Waverley to Hāwera and the Ōpunake to Hāwera services but up on the Southlink

Ōpunake to New Plymouth service compared to 2018/2019. The performance of each service is detailed below.

17. Waverley-Pātea-Hāwera patronage was 1028, down 231 or 18% compared to the same period last year. The most significant differences were Child patronage with only one child travelling, down 15 or 94%. Farebox recovery for the year was 9% compared to 17% last year.
18. Ōpunake to Hāwera patronage was 291, a decrease of 143 or 33% compared to last year. Child patronage was down 12, or 92%, and Access was down 50 or 83%. Adult patronage was also down for the year, by 23 or 16% and Under 5's showing the only increase for the year, up two, or 29%. Farebox recovery for the year was 3% compared to 6% last year.
19. Patronage for the Ōpunake to New Plymouth service was 992, an increase of 181 or 22% compared to last year. Adult patronage was up 37, or 22% but the most significant increase showed in Child patronage, up 241 or 227%. This was due to an agreement with Pickering Motors to cease their commercially provided school boarder run on Fridays, and instead include this as part of the public service. This benefits parents, Pickering's and Council. Fares are cheaper for parents, improves the financial performance of the Southlink service and saves Pickering's running another vehicle to New Plymouth and back. Other changes included Under 5 up 38 on last year which showed only 2. Access was down 7, or 64%. Farebox recovery for the year was up, at 19% compared to 16% last year.

SuperGold Card

20. SuperGold Card trips for all services in 2019/2020 totalled 47,982, down 11,498 or 19% on the 59,480 last year. This is due SuperGold patronage not being applicable during April to 25 May 2020.

Total Mobility Scheme

21. Trips for the year were 50,522, up 1,513 or 3.1% on last year. Covid-19 had little impact on trips due to Waka Kotahi NZ Transport Agency funding the clients share for most of the quarter, which encouraged clients to continue to travel. This is evidenced by June 2020 when 6,644 trips were recorded compared to 4,020 in June 2019, an increase of 65%.

Ironside Vehicle Society Incorporated

22. Trips for the year were 4,714 down 2,039 or 30.2%. Ironside were significantly impacted by Covid-19, even though clients were also eligible for Waka Kotahi NZ Transport Agency funding. An example of this is Ironside making only six trips in April 2020. This may be due to their clients being more vulnerable and therefore choosing to restrict their travel to a greater extent.
23. Consistent with previous year's 3,656 or 78% of all trips involved wheelchair passengers.

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Legal considerations

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

Appendices/Attachments

Document 2577632: Public Transport Programme Update – Operational Overview June 2020

Public Transport Programme Update – Operational Overview June 2020

Citylink Performance

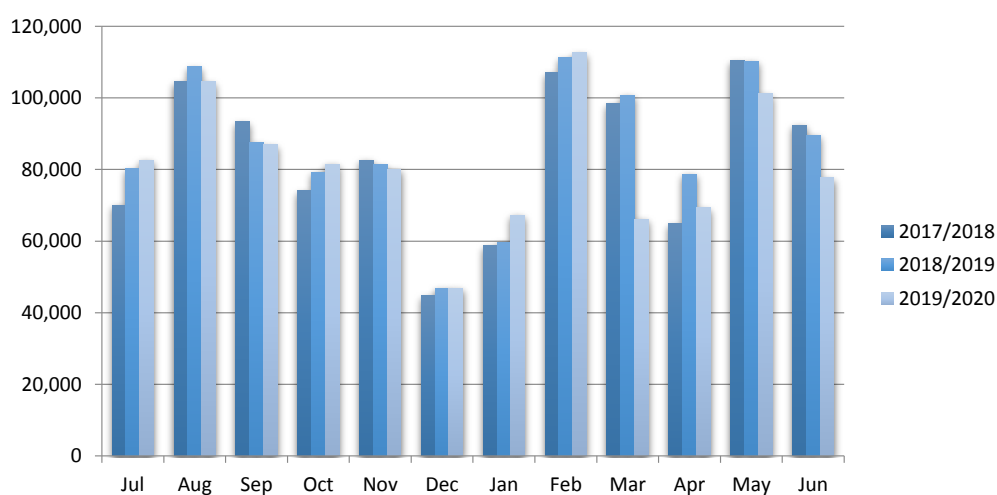
	2019/2020	2018/2019	18/19 vs 19/20
Patronage	510,212	618,407	-17.5%
Farebox*	38.9%	39.3%	-1.0%
Commerciality*	40.0%	40.7%	-1.8%

*Ratios exclude indexation costs

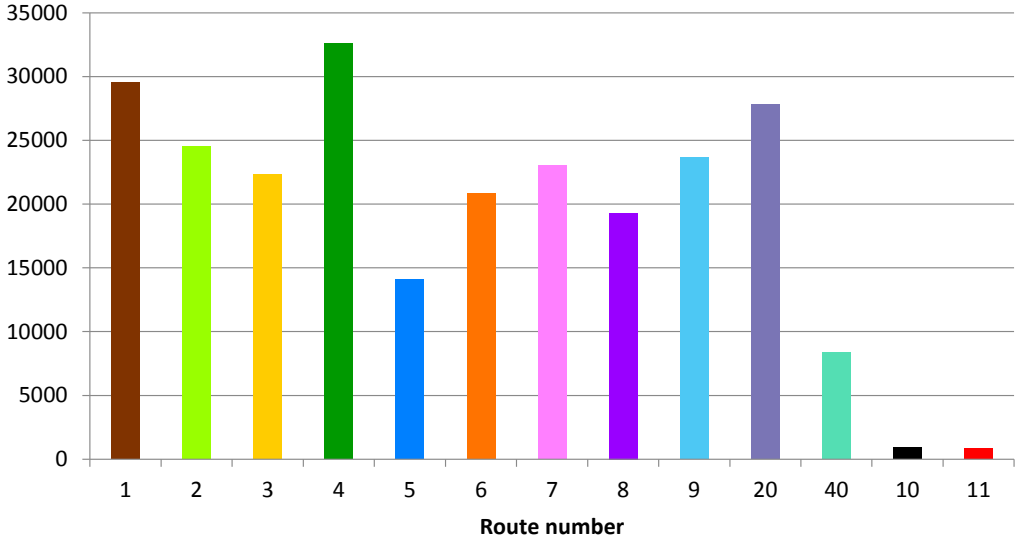
Citylink Patronage

	2019/2020	2018/2019	18/19 vs 19/20
Adult	38,779	31,212	24%
Child/Student	294,594	363,289	-19%
Senior/SuperGold	3,437	5,603	-39%
Tertiary	36,458	47,080	-23%
Comm Services Card	48,849	60,278	-19%
Access	3,209	5,408	-41%
WITT	18,918	19,660	-4%
Transfer	63,396	84,045	-25%
Promotion	2,572	1,832	40%

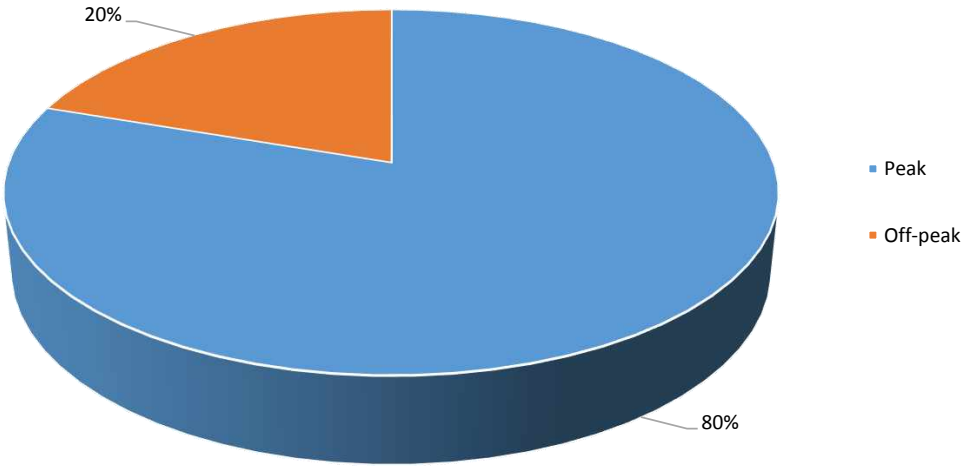
Citylink revenue YTD 2017/2018, 2018/2019 and YTD 2019/2020



Urban route patronage YTD 2019/2020



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



Connector Performance

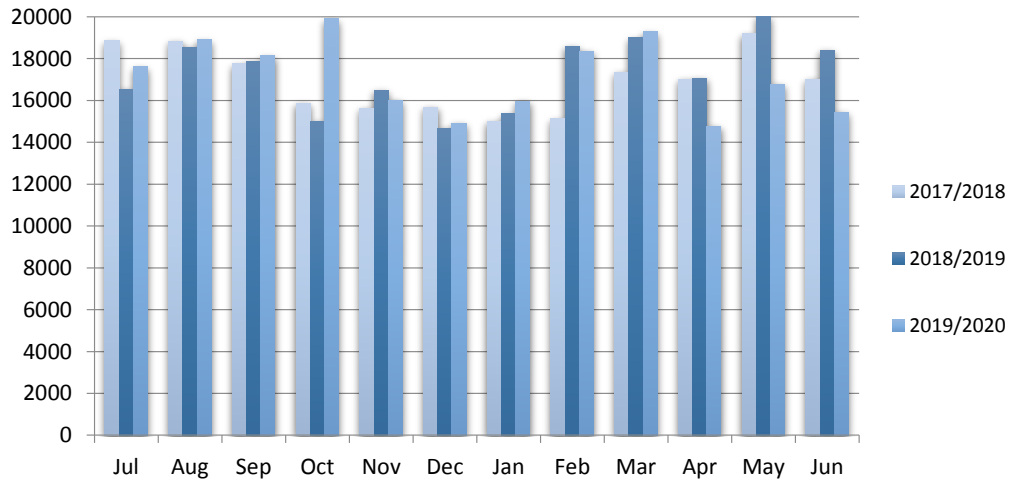
	2019/2020	2018/2019	18/19 vs 19/20
Patronage	25,072	28,963	-13.4%
Farebox*	59.9%	66.1%	-9.4%
Commerciality*	61.0%	67.5%	-9.7%

*Ratios exclude indexation costs

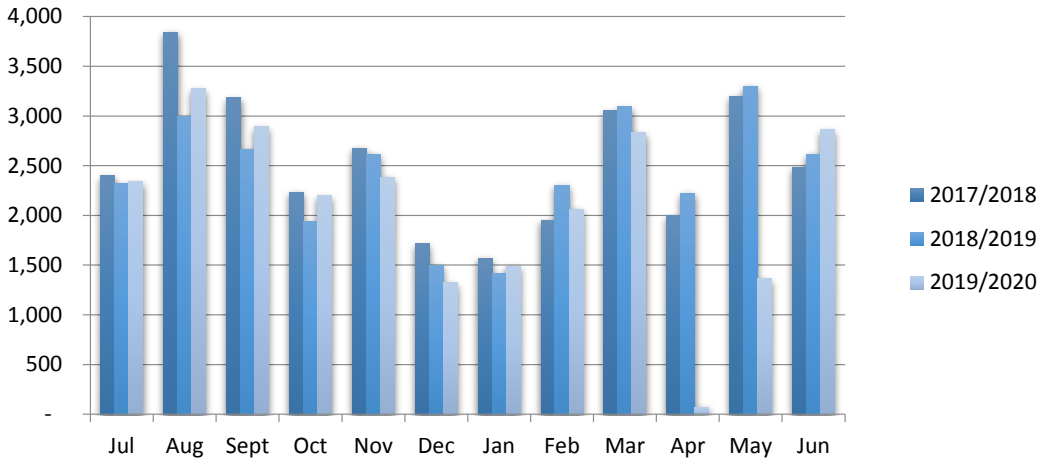
Connector Patronage

	2019/2020	2018/2019	18/19 vs 19/20
Access	29	109	-73%
Adult	4,422	4,014	10%
Beneficiary	2185	2,667	-18%
Child	526	595	-12%
Seniors	352	359	-2%
SuperGold	2800	3,388	-17%
TDHB	2048	3,081	-34%
Tertiary	1513	1,518	0%
WITT	9,226	9,495	-3%
Training (Paid)	1812	3,597	-50%
Promotion	159	140	14%

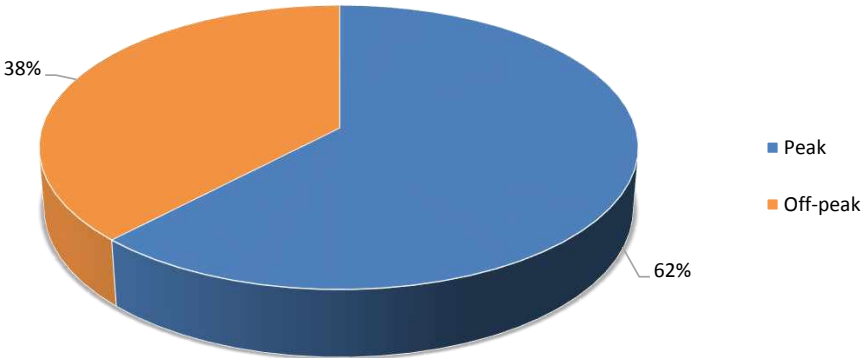
Connector revenue 2017/2018, 2018/2019 and YTD 2019/2020



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



Peak / off-peak patronage YTD 2019/2020



Southlink performance

Waverly to Hawera

	2019/2020	2018/2019	18/19 vs 19/20
Patronage	1,028	1,259	-18%
Farebox*	8.64%	16.87%	-49%
Commerciality*	8.64%	16.87%	-49%

*Ratios exclude indexation costs

Opunake - Kaponga - Manaia - Hawera

	2019/2020	2018/2019	18/19 vs 19/20
Patronage	291	434	-33%
Farebox*	3.35%	5.65%	-41%
Commerciality*	3.35%	5.65%	-41%

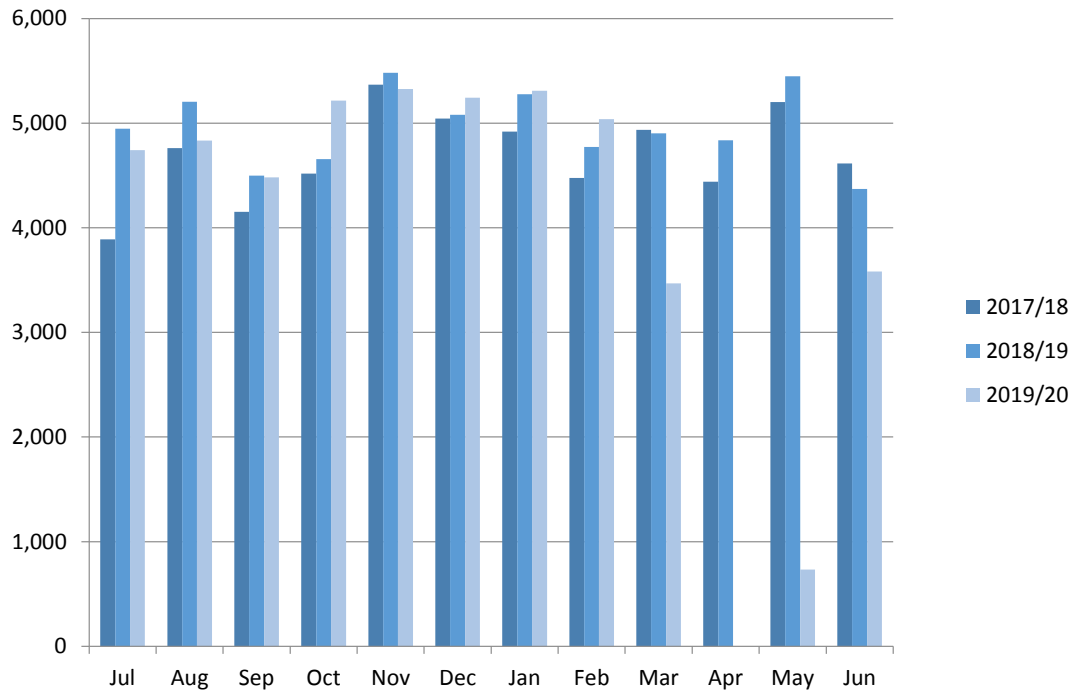
*Ratios exclude indexation costs

Opunake to New Plymouth

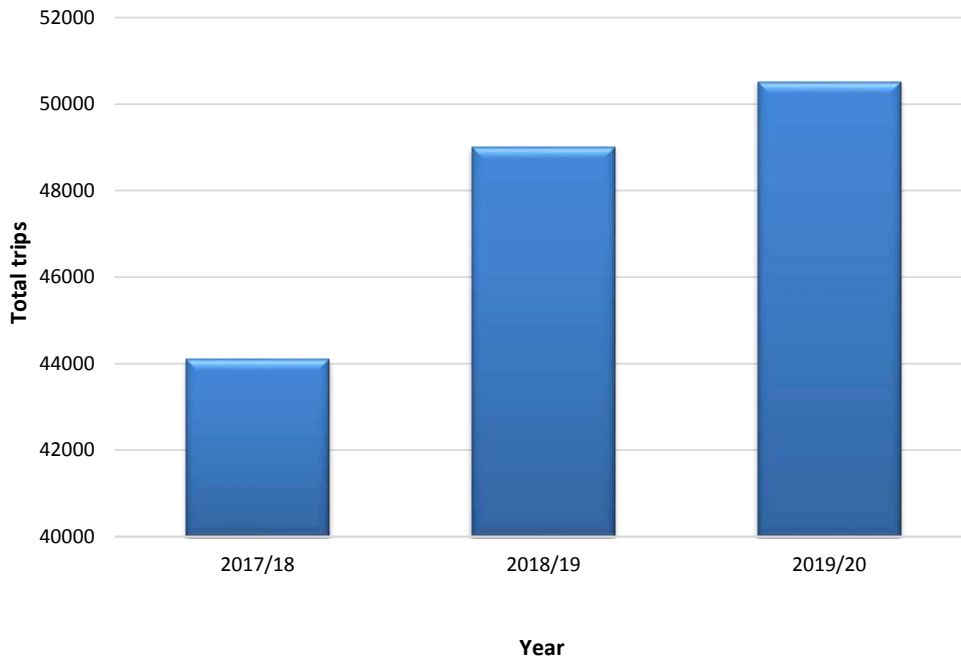
	2019/2020	2018/2019	18/19 vs 19/20
Patronage	992	811	22%
Farebox*	19.45%	15.90%	22%
Commerciality*	19.45%	15.90%	22%

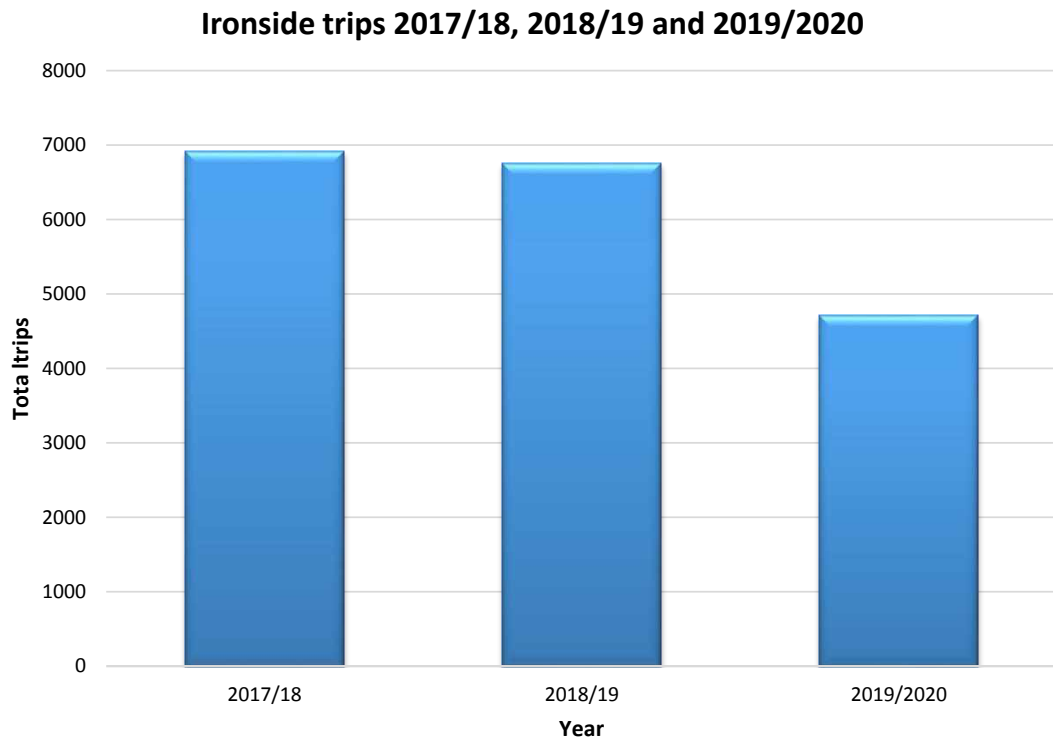
*Ratios exclude indexation costs

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



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







Date 9 September 2020

Subject: **Correspondence and information items**

Approved by: M J Nield, Acting Chief Executive

Document: 2580550

Purpose

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

Recommendations

That the Taranaki Regional Council:

- a) receives and notes for information purposes the correspondence with Waka Kotahi NZ Transport Agency regarding the Egmont Road / SH3 Devon Road Intersection
- b) receives and notes for information purposes the update on the proposed changes to setting speed limits
- c) agrees that the Committee prepares a submission on the Ministry of Transport's *Proposed Approach to Speed Management – Land Transport Rule: Setting of Speed Limits*.

Egmont Road / SH3 Devon Road intersection

2. Concerns were raised at the Committee's June 2020 meeting regarding the Egmont Road / SH3 Devon Road intersection. Correspondence was subsequently sent highlighting the Committee's concerns to Waka Kotahi NZ Transport Agency. A reply has been received from Waka Kotahi --- on this matter and is attached for the Committee's information.

Proposed changes to setting speed limits – submission proposed

3. The Government is developing the *Setting of Speed Limits Rule* as part of its Tackling Unsafe Speeds programme. This rule is intended to give effect to a new regulatory framework for speed management and the requirements for safer speed limits around schools, and would replace the *Land Transport Rule: Setting of Speed Limits 2017*.
4. The Government's intentions and proposed changes have been signalled in previous agendas. The detail of what is proposed has now been outlined by the Ministry of Transport in a targeted engagement document, which is provided as part of Waka Kotahi's item within this agenda.

5. The proposals are significant for local government, including regional transport committees, which would be required to develop and consult on Regional Speed Management Plans (for local roads only), which would then need to be certified by Waka Kotahi.
6. It is recommended that a submission is drafted to provide feedback on the proposed *Setting of Speed Limits Rule*. Guidance from the Committee on matters to be raised within the submission are welcomed.

Decision-making considerations

7. 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

8. 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

9. 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 *Land Transport Management Act 2003*.

Iwi considerations

10. 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

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

Appendices/Attachments

Document 2554885: RTC letter to Agency re: Egmont Road/SH3 Devon Road intersection

Document 2565156: Egmont Rd/SH3 Devon Rd intersection - NZTA response 14Aug2020



31 July 2020
Document: 2554885

Emma Speight
Director Regional Relationships
Waka Kotahi NZ Transport Agency
Via email to emma.speight@nzta.govt.nz

Dear Emma,

Egmont Road/SH3 Devon Road intersection

Following on from the Regional Transport Committee meeting held 17 June, Item 11.16 related to the Egmont Road/SH3 Devon Road intersection where it was noted that there is nothing in the current capital works programme for upgrades to be made to the intersection, and no funding for a business case at this time.

Built in 2010, this 'seagull intersection' was proposed as a temporary, 2-year solution whilst plans were made to create a parallel road. However the new road was unable to proceed and the intersection is now trying to cope with increased traffic demands. It has proved to be increasingly dangerous and caused at least one near fatal accident as drivers try and negotiate exiting the double lanes. There have been a great number of complaints about the safety of this intersection, with community concerns now compounded by the relocation of ambulance services to the area.

The Committee request Waka Kotahi work with the New Plymouth District Council to ensure that consideration of a suitable solution for this intersection be included in the upcoming Transport Agency Investment Proposal.

A report back of the solution to the 9 September Regional Transport Committee Meeting would be appreciated.

Yours faithfully
M J Nield
Acting Chief Executive

A handwritten signature in blue ink, appearing to read "Matthew McDonald".

per: Matthew McDonald
Chair Regional Transport Committee

Cc: David Langford and Rui Leitao at New Plymouth District Council
Ross Y'Anson and David Perry at Waka Kotahi NZ Transport Agency



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14 August 2020

Matthew McDonald
Chair Regional Transport Committee
Taranaki Regional Council
c/o siubhan.green@trc.govt.nz

REF: NZT-5202

Dear Matthew

Thank you for your letter of 31 July 2020 regarding the Egmont Road/State Highway 3 (SH3) Devon Road Intersection.

In 2019, Waka Kotahi NZ Transport Agency worked with WSP Opus who undertook an initial review of this intersection in response to increasing community concerns. Part of this review was an assessment of the risk at this intersection. The review found that based on traffic volume and the crash history, this intersection was rated as a "Low" to "Low-Medium Risk". For comparison, the Mangati Road, Corbett Road and Princess Street intersections on SH3 are classified as "High Risk" intersections.

Subsequent to the review, Waka Kotahi assessed various configurations of signals and roundabouts at the Egmont Road intersection. The modelling found that the introduction of signals at this intersection would increase the traffic queues into the current open road 100km/h section of SH3, thereby creating a new high-speed crash risk. The initial investigation into the roundabout option found a large land purchase would be needed, which is not likely to be justified in the near future.

The long-term plans for this intersection were to close it to right-turning traffic once New Plymouth District Council (NPDC) completed a parallel road to link this area to the industrial section of Bell Block. This road was planned to be an extension of Oropuriri Road to Connett Road/Henwood Road, but this was not able to be completed as planned, due to the archaeological finds on the route.

It is my understanding that NPDC is reviewing options for an alternative alignment to complete this work. This opportunity will be safer and more efficient, and we will be assisting NPDC develop this option.

I welcome the opportunity to discuss this with you prior to the next Regional Transport Committee meeting.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Emma Speight'.

Emma Speight
Director Regional Relationships, Lower North Island

AGENDA AUTHORISATION

Agenda for the Regional Transport Committee meeting held on Wednesday 9 September 2020.

Approved:



04/09/2020 12:14 PM

M J Nield
Director Corporate Services

Voting Results for Agenda Authorisation Regional Transport Committee

The signature vote has been passed. 1 votes are required to pass the vote, of which 0 must be independent.

Vote Response	Count (%)
For	1 (100%)
Against	0 (0%)
Abstained	0 (0%)
Not Cast	0 (0%)

Voter Status

Name	Vote	Voted On
Nield, Mike	For	04/09/2020 12:14 PM