



AGENDA

Regional Transport

Wednesday 2 March 2022, 10.30am

Taranaki Regional Transport Committee Meeting

02 March 2022 10:30 AM

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**To : The Committee Chairman,
Matthew McDonald,
TRC Road Transport Committee**

24/2/22

From: Egmont Village Safety Improvements

Jenny Coulson & Graeme Sykes

Public Forum: Submission 2nd March 2022

A group of concerned residents formed Egmont Village Safety Improvements two years ago. We are concerned about SH3 through Egmont Village and the intersection with Egmont Rd. The Inglewood Community Board supports the groups work.

The community has had enough of speeding traffic, accidents and many near misses and excessive noise on SH 3 through their Village. The Primary School with 170 students and growing is located beside SH3. Currently Egmont Village school classrooms bordering SH3 are unable to open windows for ventilation due to road noise. This breaches the Ministry of Health's recommendations that schools adequately ventilate classrooms and not rely on air-conditioning particularly during Covid.

We would also support further investigation of monitoring actual road speed and noise levels to determine a long-term solution of improving road design and engineering and reducing speed through Egmont Village. We support Waka Kotahi's plans to make our roads safer and reduce speed. We feel that the speed limit through Egmont Village should be reduced to 50kph.

The Egmont Rd, SH3 intersection is a very busy corner for residents, commuters, commercial vehicles, and tourists. The North Taranaki visitor centre is a growing tourist attraction and visitors have difficulty navigating the Egmont Rd intersection with SH3. There are blind spots for turning traffic when large trucks pull up beside you and narrow, short lanes. There is a significant industrial area at the lower end of Egmont Road and there is a growing number of large trucks and semi-trailers using lower Egmont Road. Traffic volumes have increased significantly on Egmont Rd and the intersection with SH3 has become particularly problematic and dangerous. Some drivers of large truck and trailer units are using engine braking that creates excessive noise. The intersection lanes are narrow and it's a harrowing experience waiting to make a turn into upper or lower Egmont Road or turning onto or crossing SH3. This is compounded when children are being dropped off or picked up from School. Vehicles large and small approaching from north and south on SH3 through Egmont Village are frequently travelling at speeds exceeding the 70kpm limit.

Many parents would attest to the hazards posed by the intersection as they drop off or collect children from school.

There are no "official" bus stops for commuters or school children in the Village. This requires further investigation to find an acceptable solution.

The school, service station, Mitchell's concrete and Devine café all have exits within a few metres of the intersection making exiting hazardous. EV Bike service centre, Chooks Trailers and Pumps and many private homes also have exits within 200 metres of the Egmont Road SH3 intersection.

We are requesting your support for a three-stage progressive approach to making this road safer.

Stage 1: In the immediate short term to install new signage that is further away from the actual speed sign to provide an early warning to drivers to slow down, "major intersection ahead" and install "electronic speed monitors" approaching the 70kph zone, and "Please stop using engine brakes" signage. To install official "bus

stops” or “School Bus turning and stopping” areas. To also place restricted speed signs when school is opening or closing on SH3.

Stage 2: Reduce the road speed to 50kph on SH3 within the Egmont Village boundary. Locate these signs at the boundary of Egmont Village.

Stage 3: We support Waka Kotahi to include this section of SH3 from Egmont village to New Plymouth into the current road engineering plan to upgrade the surface and road design to make it a safer road for all users. To use hot mix to make the road quieter.

Thank you for the opportunity to present this request. We have raised approximately 900 signatures supporting safety improvements.



Date 2 March 2022

Subject: **Confirmation of Minutes - 1 December 2021**

Approved by: M J Nield, Director - Corporate Services
S J Ruru, Chief Executive

Document: 3000573

Recommendations

That the Taranaki Regional Transport Committee:

- a) takes as read and confirms the minutes of the Taranaki Regional Transport Committee meeting held at 47 Cloten Road, Stratford on Wednesday 1 December 2021 at 10.30am
- b) notes that the unconfirmed minutes of the Taranaki Regional Transport Committee held at 47 Cloten Road, Stratford on Wednesday 1 December 2022 at 10.30am, have been circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for their receipt and information.

Matters arising

Appendices/Attachments

Document 2930677: Minutes Taranaki Regional Transport Committee - 1 December 2021



Date 1 December 2021, 10.30am
Venue: Taranaki Regional Council Boardroom, 47 Cloten Road, Stratford
Document: 2930677

Present

Councillors	M McDonald	Taranaki Regional Council (Chairperson)
	M Cloke	Taranaki Regional Council (late)
Mayor	N Volzke	Stratford District Council
Mayor	P Nixon	South Taranaki District Council
Councillor	H Duynhoven	New Plymouth District Council
Ms	L Stewart	Waka Kotahi NZ Transport Agency

Attending

Mr	M Nield	Taranaki Regional Council
Ms	S Hiestand	Taranaki Regional Council zoom
Ms	F Ritson	Taranaki Regional Council
Ms	S Downs	Waka Kotahi NZ Transport Agency
Mr	S Bowden	Stratford District Council
Mr	R Leitao	New Plymouth District Council zoom
Mr	V Lim	South Taranaki District Council
Mrs	E Borrows	South Taranaki District Council
Senior Sgt	R O'Keefe	NZ Police
Inspector	A Gurney	NZ Police
Mr	R Broad	AA Taranaki
Mr	P Ledingham	Taranaki Regional Council
Ms	K Humphrey	Taranaki Regional Council
Miss	L Davidson	Taranaki Regional Council

One member of the media.

Apologies There were no apologies received.

Notification of Late Items Councillor H Duynhoven, requested to have a discussion on road patrols.
 Mayor N Volzke wished to bring a letter received from the Stratford A&P Association to the attention of the Committee.

1. Confirmation of Minutes – 1 September 2021

Resolved

That the Taranaki Regional Transport Committee:

- a) takes as read and confirms the minutes of the Taranaki Regional Transport Committee meeting held audio-visual link (zoom) on Wednesday 1 September 2021 at 10.30am
- b) notes that the unconfirmed minutes of the Taranaki Regional Transport Committee held audio-visual link (zoom) on Wednesday 1 September 2021 at 10.30am, have been circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for their receipt and information.

Cloke/Duynhoven

Matters arising

- 1.1 SH3 Prioritisation List – Councillor T Cloke, Waka Kotahi representatives met last Friday and undertook a drive of SH3 looking at the prioritisation list and adding new items. There are some items that need consultation with iwi. It was agreed that a finalised list can be brought back to the Committee early in 2022 for consideration.
- 1.2 Ahititi Stock Effluent Facility – The site continues to be operational with effluent being trucked offsite. The new tanks are not yet installed.

2. Regional Transport Advisory Group Minutes

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the confirmed minutes of the Regional Transport Advisory Group meeting held on Wednesday 3 November 2021.

Cloke/Volzke

Matters arising

- 2.1 SH3 Egmont Village to Hāwera Feasibility study – It was clarified that this feasibility study has not yet started but is scheduled for 2022.
- 2.2 It was noted that three years ago a safety study of SH3 was undertaken. This study never went through to final endorsement but it is being used as a base for the current safety studies.
- 2.3 It was clarified that the Speed & Safety reviews for SH3 New Plymouth to Egmont Village are currently out for engagement Waka Kotahi have not stated any particular speeds for any areas of highway. The timeframe for this to be finalised is the end of 2022.
- 2.4 The Committee would like a submission to Waka Kotahi drafted on the safety and speed reviews and emailed out to the Committee for comment before it is submitted.

3. State Highway 3 Working Group Minutes - 8 October 2021

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the unconfirmed minutes of the State Highway 3 Working Group meeting held on 8 October 2021 at 10.30am via audio-visual link (Zoom).
Duynhoven/Volzke

- 3.1 Councillor Duynhoven raised the slow vehicle passing bay in Mokau noting that we do not want the item to get lost.

4. Waka Kotahi New Zealand Transport Agency Update

- 4.1 Ms L Stewart, Director Regional Relationships, Waka Kotahi New Zealand Transport Agency, gave a presentation updating Members on activities of the Agency.
- 4.2 SH3 Inglewood to Midhirst should be completed by the end of next week, weather depending. The Committee expressed their thanks to Waka Kotahi for getting the work done and noted that the detour was well signposted with speed limit signage. Thanks was also extended to the Police team for their efforts on the detour.
- 4.3 Safety review SH3 New Plymouth to Egmont village – Concerns were raised around the lack of access to the crematorium if travelling from the south and trying to turn in to the crematorium, people would have to go up to the roundabout to turn around. It is usually not just a few vehicles it is a whole funeral procession.
- 4.4 Waka Kotahi would like to facilitate a workshop regarding visibility across the RLTP and council programmes. Wednesday 9 February 2022 was suggested as it is the first RTAG meeting for the year.
- 4.6 Forestry - It was noted that LGNZ have done a lot of work in this space. A number of councils in the Lower North Island formed a group to fund a study. Waka Kotahi will connect with them to utilise information from their study.

Resolved

That the Taranaki Regional Transport Committee:

- a) receives with thanks the presentation and the detailed updates provided by Waka Kotahi New Zealand Transport Agency.
McDonald/Volzke

5. Territorial Authorities Update

- 5.1 Mr S Bowden, Stratford District Council, spoke to the report updating the committee on transport activities within the Stratford District. The following points were noted:
 - The emergency culvert replacement on Manaia Road had to be replaced with a culvert that was over twice its original in order for it to comply with regulatory changes. The cost of this will be around \$300,000 which is a huge cost and will become an affordability issue for Councils in the future.
 - Mayor N Volzke tabled a letter he had received from the Stratford A&P association raising safety concerns around the Flint road/SH3 intersection. Some of the concerns raised sit with Waka Kotahi and some with the District Council. A

meeting will be set up with Waka Kotahi to discuss further. The letter will be emailed out to the Committee.

- 5.2 Councillor H Duynhoven raised issues around motorist behaviour, he had received a number of complaints to him about poor driving. Councillor H Duynhoven will contact Senior Sgt R O'Keefe, NZ Police.

Councillor H Duynhoven left at 12.09pm

- 5.3 Mr V Lim, South Taranaki District Council, spoke to the report updating the committee on transport activities within the South Taranaki District.
- 5.4 Mr R Leitao, New Plymouth Council, spoke to the report updating the committee on transport activities within the New Plymouth District.

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the update provided by the Stratford District Council on its transport activities
- b) receives the update provided by the South Taranaki District Council on its transport activities
- c) receives the update provided by the New Plymouth District Council on its transport activities.

McDonald/Nixon

6. Public Transport Operational Update for the Quarter Ending 30 September 2021

- 6.1 Ms S Hiestand, Transport Manager, Taranaki Regional Council, spoke to the memorandum providing members with an operational report on public transport services for the quarter ending 30 September 2021.
- 6.2 Passenger transport services across the region have been impacted hugely in the last year, the impacts were not as bad as originally thought and they have started to bounce back slightly.
- 6.3 Over the next few years public transport will see increases in policy direction and growth in services. Transport are working closely with Waka Kotahi and the New Plymouth District Council. The New Plymouth District Council CBD Plan will encourage alternative transport options including public transport.
- 6.4 Recovery from the first lockdown in April 2020 was significantly slower than the recent August 2021 lockdown. There were a lot of vulnerable people moved off public transport to a discounted taxi service.
- 6.5 Throughout December there will be three free services run in to New Plymouth as well as some free services operating within New Plymouth.
- 6.6 The Your Connector services for Dialog were postponed due to the SH3 roadworks. This has now been rescheduled to start on Monday. One of the buses was utilised to transport staff from New Plymouth to the OMV site. There has been more interest in these types of services from large organisations in Taranaki.

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the memorandum *Public Transport Operational Report for the Quarter Ending 30 September 2021*.

Cloke/Volzke

7. Transport policy updates

- 7.1 Mr M J Nield, Director – Corporate Services, Taranaki Regional Council, spoke to the memorandum updating Members on a range of transport policy matters.

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the memorandum entitled *Transport policy updates*
- b) notes that more detailed updates on individual transport policy work streams will be brought to the Committee in due course.

Cloke/Nixon

8. Request to vary the Regional Land Transport Plan 2021/22-2026/27

- 8.1 Mr M J Nield, Director – Corporate Services, Taranaki Regional Council, spoke to the memorandum seeking approval of a request to vary the *Regional Land Transport Plan for Taranaki 2021/22-2026/27*.

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the memorandum, Request to vary the *Regional Land Transport Plan for Taranaki 2021/22-2026/27*
- b) agrees to the requested variation to the *Regional Land Transport Plan for Taranaki 2021/22- 2026/27*, made by Waka Kotahi NZ Transport Agency, to add a Property purchase phase to the SH3 Waitara to Bell Block project
- c) notes this variation to the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* and forwards it on to Waka Kotahi NZ Transport Agency.

Cloke/Nixon

9. General Business

- 9.1 Senior Sgt. R O’Keefe, NZ Police, provided a brief update from the NZ Police, The following points were noted:
 - Taranaki is on track for a low fatals year with two fatalities to date.
 - A lot of good work has been going on with staff patrolling in the right areas.
 - Taranaki Police have been involved in border controls at Mokau and some were sent to Hamilton to work at border controls there.
 - Road Safe Taranaki - Over the Christmas period spotters will be out taking down details of drivers who are not following road rules e.g. not stopping and stop signs. They will be sent a letter advising of this but will not be infringed.

- 9.2 Ms L Stewart, Waka Kotahi, informed that an EV Charging station is being installed in Mokau. It is a ChargeNet station so can be used by all EV's.

There being no further business the Committee Chairperson, Councillor M J McDonald, thanked the Committee for their excellent work throughout the year and declared the Regional Transport Committee meeting closed at 12.35pm.

Confirmed

**Taranaki Regional Transport
Committee Chairperson:** _____

M J McDonald

Wednesday 2 March 2022



Date 2 March 2022

Subject: **Confirmation of Minutes - 9 February 2022**

Approved by: M J Nield, Director - Corporate Services
S J Ruru, Chief Executive

Document: 3001303

Recommendations

That the Taranaki Regional Transport Committee:

- a) takes as read and confirms the minutes of the Taranaki Regional Transport Committee meeting held at 47 Cloten Road, Stratford on Wednesday 9 February 2022 at 10am
- b) notes that the unconfirmed minutes of the Taranaki Regional Transport Committee held at 47 Cloten Road, Stratford on Wednesday 9 February 2022 at 10am, have been circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for their receipt and information.

Matters arising

Appendices/Attachments

Document 3001295: Minutes Taranaki Regional Transport Committee - 9 February 2022

Taranaki Regional Transport Advisory Group (RTAG) Meeting

MINUTES

Date	Wednesday 9 February 2022, 10am	
Venue	Taranaki Regional Council (Zoom)	
Present	Steve Bowden	SDC (zoom)
	Vincent Lim	STDC
	Sarah Downs	Waka Kotahi NZTA (zoom)
	Lisa Malde	Waka Kotahi NZTA (zoom)
	Paul Murphy	Waka Kotahi NZTA (zoom)
	Fiona Ritson	TRC
	Kylie Humphrey	TRC
	Ro Sweeney	TRC – Administrative support
	Liesl Davidson	TRC – Administrative support
Apologies	Sarah Hiestand	TRC
	Junine Stewart	Waka Kotahi NZTA
	Ayden Chatterton	Waka Kotahi NZTA

1. Welcome and apologies

- Due to an apology from Sarah Hiestand, Fiona Ritson chaired the meeting.
- Apologies were received from Sarah Hiestand, Junine Stewart and Ayden Chatterton.

2. Minutes of last meeting on 3 November 2021

The previous minutes of the RTAG meeting held on Wednesday 3 November 2021 were accepted as true and correct.

Matters arising

- It was noted that Waka Kotahi are aware of the huge number of KPI's associated with the monitoring of the RLTP. There is work being done and conversations being had with the research team on how to streamline those.
- The Office space in New Plymouth has been delayed due to issues with finding a contractor to undertake work. This has now started and the building should be ready in early April. The Mt Messenger Alliance team have set up offices in Bell Block.
- Shaun Harvey has left and Paul Murphy has returned as the Investment Advisor.
- It was noted that TRC system has been updated so that when notification of forestry work is sent through, if they check the box to inform District Council it will also notify them of the work.
- It was suggested that an annual catch up around forestry is arranged and to include someone in Regulatory from TRC.
- Stratford District Council will be going out for consultation on a targeted rate for forestry land.

3. State Highway activities – project updates from Waka Kotahi

The updates were provided in the agenda and were taken as read. The following points were noted:

Ahititi site

- Work has started on the implementation, the new facility is yet to be installed.

Waitara to BBK

- This work has started. The traffic management plan is working well. Waka Kotahi has been flexible and have taken on feedback and made changes where they can. Waitara business are happy with the extra traffic through Waitara.

Mt Messenger

- The Judge presiding over the court case has just returned from leave so hoping to hear an announcement on the outcome soon. If that announcement is in favour then Waka Kotahi will start some preliminary work on installing a cableway to start getting gear up there.

SH3 - Egmont Village to Hāwera SH3a Safety Improvements

- Sarah provided a presentation giving an update on the where Waka Kotahi are at with the SH3 and SH3a Safety Improvements. Currently still at the feasibility study stage. Through the engagement sessions any feedback will be fed back in to the process. It was noted that due to train tracks along the state highway that there will need to be a bit of constraint with widening centre lines and adding median barriers.

KiwiRail

- Sarah Downs caught up with Lyndon Hammond a few weeks ago. He acknowledges that KiwiRail have not been giving councils the right information in a timely matter as they are extremely under resourced. Sarah reiterated that if you need KiwiRail input in to works you need to give them a lot of advanced warning as they do not have enough designers. Some projects are needing two years notice to KiwiRail.

Lisa Malde provided the following updates:

- Lisa noted that they are expecting early guidance on the RLTP from the Strategic Planning Team and she should be able to share that at the next meeting.
- The Emissions Reduction Plan is expected to be released at the end of May. Councils can expect guidance of direction following that.
- Prepared for ONF future state development. Talking to councils to look at strategic documents on how they envision future networks functioning.
- The forestry business case has been scoped and conversations are being held internally at the end of the month about where to from here and whether Wellington should be included.

4. District Council updates on their transport activities

SDC - Steve Bowden

- There have been a few issues lately with people dumping cars.
- Good progress is happening on the Monmouth Road culvert replacement, all going well it will be completed by the end of February.
- A few slips occurred following the 28 December rainfall event. Currently working on a design for a few retaining walls.
- Have had a meeting with Ayden and Junine around Stratford high school on Swansea road.
- Have purchased four warning signs for Beaconsfield Road and Manaia Road.
- Concerns have been raised by residents about speed limits on Celia Street.
- Council have given permission to go out to the community for consultation on the walking and cycling strategy.
- A workshop was held with Councillors before Christmas on charging stations for EV's. Councillors felt that if the Government wanted EV's they should be funding the charging stations and not the rate payer. So will not be going ahead with charging stations at this stage.

STDC - Vincent Lim

- There were a few areas affected by last weekend's flooding, Parihaka Road received severe damage to the bridge.
- Road to Zero - have been trying to get a consultant to do some design work/investigation work for sites however, finding consultants at the moment is very difficult.
- Working on a plan for the business park intersections.

NPDC - Rui Leitao & Stuart Knarston

- Will be combining the street lighting contract with Stratford. The tender for this contract will close on 10 March.
- The Speed Management Strategy will be going to Council shortly. Have already been having conversations with AA and Waka Kotahi.
- Following weather events on 28 December and the weekend just been there have been a number of minor damages that need repairs.
- Integrated transport strategy - Stuart provided an update on the Integrated Transport Strategy. Discussions have been had with Ministry of Transport regarding freight flows between regions.
- Central City Strategy - Looking at moving the bus terminal to move to Gill Street, Curry Street. SH44 along the waterfront, keen to rejuvenate as they believe that would create more activity in the CBD.

5. Omicron planning - Waka Kotahi

- Sarah Downs provided an update on what Waka Kotahi are doing to plan for impacts from Omicron. Waka Kotahi are working on contingency planning and what projects could be put on hold and what needs to be continued.
- The Councils have their own plans in place for impacts from omicron.
- If funds have not been spent due to COVID, conversations should be had about those now with Waka Kotahi. Difficulty getting contractors in for work, tight market with raised prices. In a challenging environment currently, whatever we can do to work together on priorities should be done.

- It was noted the Contractors also have contingency plans in place.

6. Public Transport update

Kylie Humphrey provided an update on Public Transport, the following points were noted:

- The Public Transport team have been working really hard to get the new fare zones up and running. Have gone from 25 different fare zones to four.
- So far the feedback has been great and there has been an increase in bee card calls.
- There are also a few new school services running.
- Public Transport review by BECA – Sara Hiestand to provide an update.

7. Speed Management Plans

- Documentation on the speed rule change has been circulated to RCs by Lisa Malde. There are no details around that finalisation currently.
- Anticipating the rule will come in to force in late May.
- Seeking further clarification for TA's on their role.
- Stratford District Council are going ahead with their work around schools.
- It was noted that Councils should continue with what they have planned in regards to speed limits.
- Sarah Downs is meeting with residents of the Egmont Village community next week regarding the petition to lower the speed limit through Egmont Village.

8. Review of Regional Walkways and Cycleways Strategy

- The Regional Walkways and Cycleways Strategy was created as is was a requirement for funding, it has not been reviewed since then and Fiona wanted to know if there was any value in looking at reviewing it.
- Fiona is proposing that the brief is widened and to reflect ensuring people are comfortable enough with walkways and cycleways for further journeys.
- General consensus was that it should be reviewed and hold a workshop with interested stakeholders would be valuable to gain knowledge on what organisations would like included.
- It was suggested that it be moved away from just walking and cycling and focus on decarbonising. Encouraging better travel choices and active mode shifts.
- It was suggested to look at Hawkes Bays trails programme.

9. RUC System Consultation

- It was noted that it may be good to have someone from Ministry of Transport present to the RTC on the RUC system consultation and a one page memo.

10. General Business

RTC Meeting

- NPDC Integrated Transport Strategy – Stuart would like to wait until this is further developed before any presentation or workshop with the RTC.
- Sarah would like to do a workshop on the SIP, need to ensure the right people are available.

11. Actions from meeting

Action	Responsible
Provide an update on the Public Transport review by BECA	Sarah Hiestand

12. Next meeting

The next meeting is scheduled for Wednesday 11 May 2022.

The meeting closed at 12.30pm

Unconfirmed

Acronyms commonly used in RTAG meetings

Acronym	Meaning
AC	Activity Class
AG2MM	Awakino Gorge to Mt Messenger Programme
AMP	Asset or Activity Management Plan
BC	Business Case
CMP	Corridor Management Plan
DC	District council
DSI	Deaths and Serious Injuries
GIS	Geographic Information System
GPS	Government Policy Statement on Land Transport
HNO	Highways & Network Operations section of NZTA
IAF	NZTA's Investment Assessment Framework
IDMF	NZTA's Investment Decision Making Framework
ILM	Investment Logic Mapping
LOS	Levels of Service
LTP	Long Term Plan
LTV	Long Term View
NOC	Network Outcomes Contract
NOF/NOP	Network Operating Framework/Networking Operating Plan
NPDC	New Plymouth District Council
NZTA	New Zealand Transport Agency
ONF	One Network Framework
ONRC	One Network 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: 2 March 2022

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

Approved by: M J Nield, Director - Corporate Services
S J Ruru, Chief Executive

Document: 3000577

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.

Recommendations

That the Taranaki Regional Transport Committee:

- a) receives with thanks the presentation and the detailed updates provided by Waka Kotahi New Zealand Transport Agency.

Financial considerations—LTP/Annual Plan

2. 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

3. 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

4. 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.

Community considerations

5. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have 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 2998610: Detailed updates - Waka Kotahi

Document 3001074: Presentation - Waka Kotahi

Taranaki - Regional Updates

March 2022

Note: The following slides are detailed updates, and to be taken as read. The committee are welcome to ask questions relating to the information as required.



Emergency works and Low Cost/Low Risk projects

Activity	21/24 budget	Sites and commentary
Low Cost / Low Risk	\$4.5m	<p>12 projects that cover Safety, Resilience and Efficiency</p> <ul style="list-style-type: none"> • 8 projects in investigation and design • 1 project in construction – Ahititi stock effluent disposal facility • 3 projects complete – Culvert replacements in the Tāngarākau Gorge
Activity	21/24 budget	Sites and commentary
Emergency works	\$5.1m	<ul style="list-style-type: none"> • SH43 Tunnel Hill – Construction scheduled February/March 2022. Designs agreed, awaiting delivery of steel for the retaining wall. Experiencing delays getting materials due to Covid-19 but still expect to commence construction this season. • SH43 West Otunui – Completed late 2021 • SH43 Tahora Saddle – Construction Summer 21/22 - the new pipe with head walls and fish passage has been installed. Work to build the embankment back up to road level is underway. • SH3 Uruti Slip (Downers Cut) - Work to remove loose debris was completed in February. Awaiting geotechnical assessment before the road can be reinstated to two lanes. Waka Kotahi is considering a more permanent option to reduce the risk of slips in the area. • SH43 Pohokura Dropout – Construction scheduled Feb 2022. Experiencing delays getting materials due to Covid-19 but still expect to complete the project this season. • SH43 Whangamomona Dropout (1) – Construction scheduled February/March 2022. Designs agreed, awaiting delivery of steel for the retaining wall. Experiencing delays getting materials due to Covid-19 but still expect to complete the project this season. • SH3 Rauroa Underslip – Construction 2020 - in design

SH43 Tahora Saddle culvert replacement

- 1350 diameter pipe and headwalls installed.
- Temporary road in place around site.
- Work to build the embankment back up to road level is underway.
- Fish passage installed.
- Project is proceeding on time and within budget.



Image above shows Tahora Saddle work site

SH3 Ahititi Stock Effluent Facility

- Work to build a new stock effluent tank at the Ahititi site got underway mid-February and is expected to be complete by April.
- The tank has an electronic sensor which alerts Waka Kotahi when it's nearing capacity and needs to be emptied. Waste will be transported to an approved disposal site.
- Stock trucks can continue to use the existing facility until the new tank is completed.



Image above shows Ahititi site design

Taranaki Large Capital Project Updates

Activity	2021 – 24 NLTP (\$)	Key date(s)	Status	Commentary
Te Ara o Te Ata - Mt Messenger Bypass	\$280m (2018-21 and 2021-24 NLTP's)	High Court Decision expected - Feb/March 2022		<ul style="list-style-type: none"> Awaiting High Court ruling on an appeal (brought by Poutama and Tony and Debbie Pascoe) against the Environment Court decision to award designation amendments and resource consent. High Court hearing was held in October 2021 with a decision expected early this year. Pre-start ecological and access works delayed until High Court decision received. Expected construction start date is September/October 2022.
Waitara to Bell Block	\$84m	Princess Street Stormwater works construction January – May 2022		<ul style="list-style-type: none"> Construction of stormwater interceptor pipe down SH3 from Princess Street to the Waitara River got underway in January and is progressing well. The detour through Waitara for northbound light vehicles is operating well. Main roundabout works at the SH3/Princess Street intersection to start next summer.
Tongapōrutu Intersection Improvements	\$1.6m	Construction complete - February 2022		<ul style="list-style-type: none"> All pavement and chipseal works have been completed. Safety barriers and signs have been installed. The pedestrian foot bridge is scheduled to be complete end of February.
Rapanui Passing Lane	\$8.8m	Construction complete - February 2022		<ul style="list-style-type: none"> Pavement construction is complete, and the final seal has been applied. The passing lane is now operational under a 70km/h speed limit. 80 percent of the safety barriers have been installed. Remaining barriers, line markings and signage to be completed by end of February.

SH3: Waitara to Bell Block update

- Construction of stormwater infrastructure at Princess Street that commenced early January 2022 is on track to be completed by May.
- Local hapū led a karakia to bless the site ahead of work starting. A ministerial event is planned for March.
- The detour through Waitara for northbound light vehicles is operating well, with positive feedback being received from local businesses benefiting from increased traffic through Waitara.
- A number of safety mitigations, developed in conjunction with key stakeholders have been implemented on the detour route to ensure the safety of Waitara residents.
- Negotiations for property acquisition at Princess Street are nearing completion.
- Construction of the Princess Street Roundabout and underpass is on track to start late 2022.



SH3 Waitara to Bell Block

Princess Street stormwater works



The new stormwater pipe installed



New line markings installed at the SH3/Princess street intersection to increase safety following feedback from local stakeholders and motorists



Concrete barriers installed to protect workers

SH3: Te Ara o Te Ata - Mt Messenger Bypass

- High Court hearing held in New Plymouth in October 2021 - awaiting outcome.
- Objections to the Public Works Act acquisition of privately owned land is likely to be heard later this year.
- Earliest start date for main construction will be September 2022 pending outcome of court appeals.
- Ecological programme continues, with monitoring of kiwi and bats the main focus.
- A Pest Management Governance Group has been set up consisting of reps from Waka Kotahi, DOC and Ngāti Tama. Meetings have started with focus on establishment, management and resourcing the new pest management.



State Highway 43 Project Updates – the regional package of NZ Upgrade Programme funded

Project	Construction	Status	Update
Passing and wayfinding opportunities	Late 2021 – early 2022		<ul style="list-style-type: none"> All passing and wayfinding have now been sealed. Cultural narrative report has been received from Iwi and discussions are underway to implement cultural narrative and artwork at wayfinding sites.
Moki Tunnel improvements	Early 2022		<ul style="list-style-type: none"> Signage advising of "Cyclists ahead" will be installed in the coming months
Kahouri Stream Bridge replacement	Mid 2022 - 2023		<ul style="list-style-type: none"> Detailed design of the bridge structure almost complete Early land acquisition negotiations are underway following minor revisions to the plans Consents have been granted and the project will be tendered in the coming months. We are aiming to share the design in the coming months and start construction mid- late 2022.
Manawawiri Stream culvert replacement (bridge)	May 2021 – March 2022		<ul style="list-style-type: none"> The bridge was completed December 2021 and is now open to traffic. Removal of the damaged culvert and planting will be completed in the coming months.
Safety improvements	June 2021 - December 2023		<ul style="list-style-type: none"> All trees along the route that posed a safety risk have now been removed. All safety signage has been installed and line marking completed - 225 new signs in total were installed along the route. Detailed design for guardrail sites has been completed and a tender package for installation is currently being prepared.

SH43: Sealing the Tāngarākau Gorge

- Construction of the first 2km got underway in November last year and is progressing well.
- A concrete dish channel to move water away from the road has been installed.
- All culvert works have been completed.
- Pavement works will start in mid-March with sealing expected to commence two weeks later.
- Design for stage 2 is nearing completion.
- Stage 2 works expected to be tendered mid 2022.



SH43: Sealing the Tāngarākau Gorge



Concrete dish channel



Prepared dish channel



Newly installed culvert pipe

SH4 Update – Emergency Works sites

Sites Completed

- Hapokopoko Rock Curve
- Whiskey Corner
- South Raupiu Retreat
- Otoko Pā
- Kukuta Underslip

Auraki Stream

- An official pre-start on-site session for the project was held before Christmas, with attendance from Ngāti Rangī, Te Korowai o Te Awaiti and Uenuku, Horizons DC, Waka Kotahi, Higgins, Mills Albert and landowners. New project boards were revealed including Te Korowai O Te Awaiti Tohu, and signs were blessed.



SH4 Update – Te Oreore slip site

Cultural Impact Assessment (CIA)

- Waka Kotahi are working with Āti hau and Ngāti Rangi to work through the cultural impact assessment. Work with Ruapehu District Council continues to plan for the upgrade of the Matahiwi Track bridge as mitigation for the project.

Detailed design of reinstatement 100% complete

- Detailed designs have been completed for the reinstatement of SH4 across the Te Oreore site. The only changes would be subject to the outcomes of the cultural impact assessment and property acquisition.

Construction timeline summer 2022/23

- It is expected that the cultural impact assessment will enable the project team to begin construction in the summer of 2022/23. This is contingent on the project's resource consents being granted by 1 July 2022.



The crew at Te Oreore site drilling boreholes and installing groundwater monitoring devices, deep within the landslide area

Hei konā mai

PASSING
LANE
2 km
AHEAD

Regional Transport Committee

Taranaki
2 March 2022



Te kāpehu

Our compass



Our focus in 2022

- Work with MoT to review land transport revenue
- Updating our emissions reduction and adaptation strategy
- Implementing the One Network Framework
- Forging ahead with Road to Zero initiatives
 - Public Awareness campaign
 - Speed management programme
 - Safety camera transfer and expansion
 - Vehicle safety rating updates
- Beginning to plan for the development of the 2024-27 NLTP

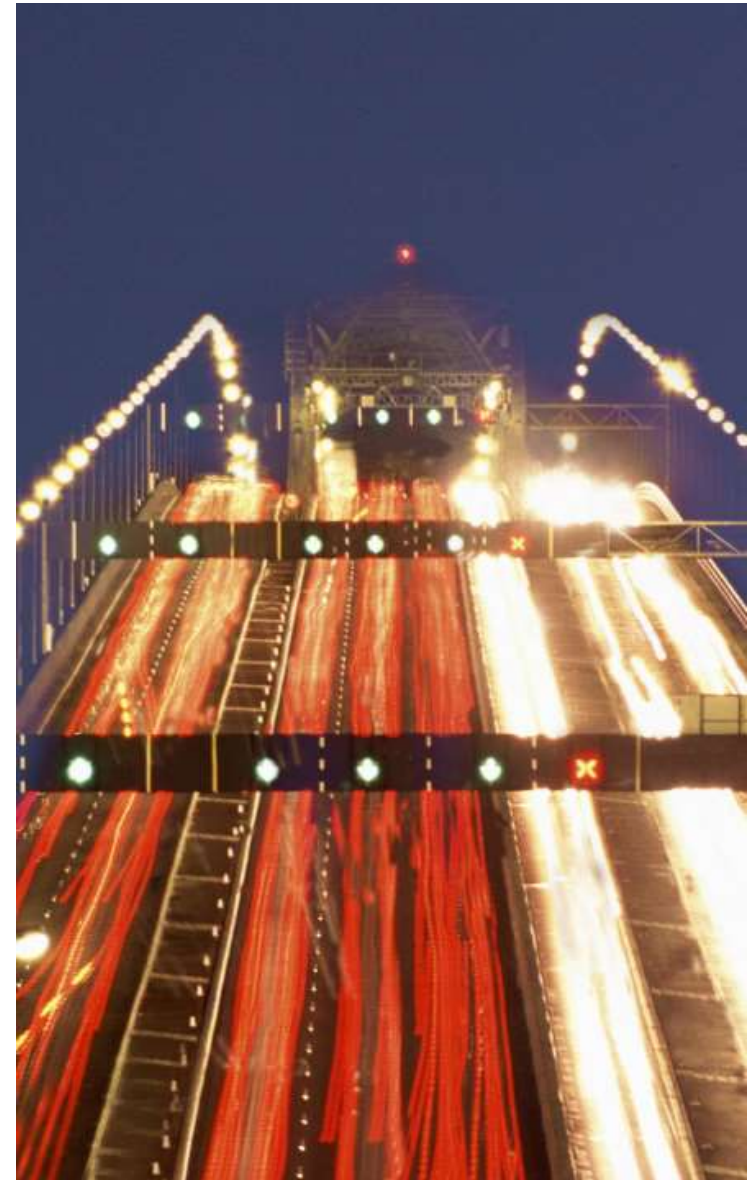
Land transport revenue review

- NLTF funding has been under pressure for some time from:
 - increasing demands
 - rising cost of labour and materials, and
 - the impact of COVID-19.
- The review is focused on short-term changes – it will be completed by August 2022.
- The review is an important first step in future-proofing our land transport system.



Reducing emissions

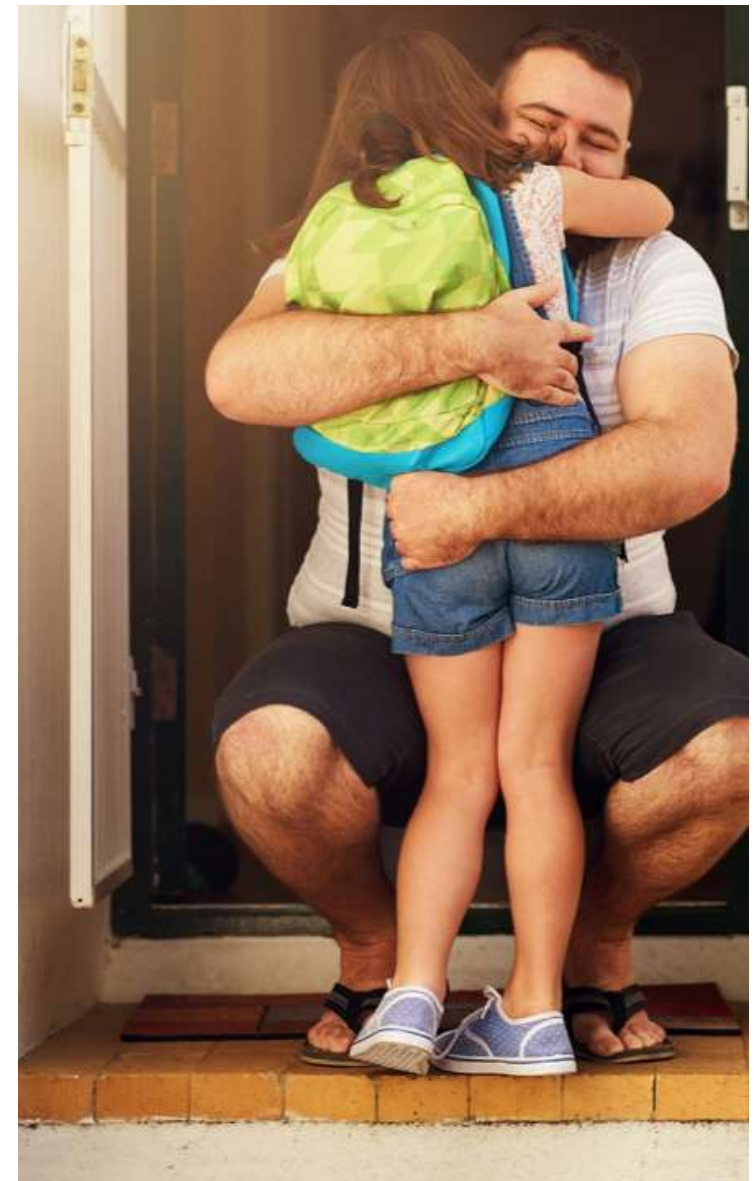
- The Emissions Reduction Plan is on target to be finalised in May 2022.
- We are also working on the National Adaptation Plan to be released around August 2022.
- We anticipate that this is going to impact on our work.
- We are looking at how we make investment decisions and how these can help achieve national climate change mitigation and adaptation objectives.



Public awareness campaign

Road to Zero

- We launched the campaign on 13 February.
- We are aiming to disrupt complacent attitudes about people dying and being seriously injured on our roads.
- We've worked closely with our key partners, stakeholders and local government to share messages.
- Resources are available to help you join this important conversation.



One Network Framework

Links with Road to Zero

- Each RCA has classified their networks using the Framework's categories.
- The next step is to classify the public transport routes, freight, walking and cycling paths and general traffic, alongside a future function view of the network.
- Over the next 18 months, our focus is to integrate the Framework into policies and processes.
- This includes how the street categories link with speed management planning.
- We aim to deliver the Framework in time for the development of the 2024-27 NLTP.



Speed Management Programme

Road to Zero

- What we're working on in 2022:
 - a new speed management framework
 - the new Aotearoa New Zealand Speed Management Guide
 - introducing the National Speed Limit Register
 - a new Speed Management Planning Solution, and
 - updating MegaMaps.



Safety camera transfer and expansion

Road to Zero

- We'll begin to transfer the management of safety cameras from mid-2023
- We are implementing a new approach on how we use safety cameras, including:
 - expanding the network, and
 - putting cameras on the highest-risk roads.
- We are increasing the number of safety cameras and want to work with you about where they should go.



Vehicle safety rating update

Road to Zero

- The Rightcar website has been updated with the latest vehicle safety ratings.
- The ratings assesses the safety of all road users including:
 - drivers
 - people in other cars
 - pedestrians
 - cyclists
 - and motorcyclists.
- Carbon emissions values were also updated.



RLTP: Significant Related Activities

Activity	Activity description	Status	On track
SH3 Waitara to Bell Block Route Improvements	Safety improvements including roundabouts at four key intersections seeking reduction in DSIs	Design and consenting work for Princess Street roundabout nearing completion. Stormwater infrastructure work is progressing well and on track to be completed by May	
Airport Drive Improvements	Priority investment on local roading infrastructure that will link in with safety improvements in this location. This will enable expected growth to occur.	Design work and consenting ongoing. Collaboration going well with NPDC and Waka Kotahi. Construction anticipated to begin in mid-2023 in collaboration with NPDC.	
SH3/3A New Plymouth to Hāwera	Standard safety interventions identified in the Speed and Infrastructure Programme	NP to Egmont Village – community engagement on infrastructure improvements was undertaken in November/ December 2021. We are currently analysing the feedback received. This feedback will be considered as we undertake detailed design. SH3 Egmont Village to Hāwera and SH3A Mountain Road – feasibility stage continues. Engagement with key stakeholders is currently underway.	
Coastal Pathway extension to Waitara	Business case to connect the existing coastal shared path to Waitara	Business case is progressing well. Council LTP has approved \$25M over the next 6 years. NPDC collaborating with local Iwi through SSBC.	
SH3 Cumberland/Coronation Intersection Signalisation	Key intersections identified by NPDC and being funded through local share seeking safety outcomes	Project currently with NPDC LCLR programme	
SH3/Egmont Road Intersection improvements	An exercise is underway to fully understand the issues and make an informed decision on how to progress.	Point of entry exercise underway	
SH3 Mt Messenger Bypass	Offline bypass of Mt Messenger seeking safety and reliability outcomes	High Court hearing held in New Plymouth in October 2021 - awaiting outcome.	

State Highway - Taranaki Network Operations Rehabilitations 2021/22

Road Rehabilitation sites		
SH3	PioPio passing lane	Planned February/March 2022
	Mimi Stockpile	Planned February/March 2022
	Dudley Road Intersection	Complete
	Dudley to Ngatoro	Complete
	Durham Road Intersection	Complete
	Norfolk Hall	Complete
	Tariki	Complete
	Bird Road Passing Lane	Deferred to 2022/23
	Eltham School	Planned February/March 2022
	Highlands Lowlands	Planned November 2021 Complete
	Mushroom Patch	Planned January 2022complete
	Normanby Dairy	Planned February/March 2022
	Mokoia Road	Planned January 2022 march
	Manawapou Bridge	Planned March 2022 but has been deferred to next year
	SH4	Taumarunui Overbridge (1)

State Highway - Taranaki Network Operations AC Surfacing 2021/22

Asphaltic Concrete (AC) Resurfacing		
SH3 (SH3A)	Kuriwera Stream (Awakino Gorge)	February / March 2022
	De Havilland Drive	Heavy maintenance only as included in W2BB Project works - complete
	Coronation Ave	Feb 2022
	Inglewood CBD (SH3/SH3A Junction)	Feb 2022
	Ngatoro-Nui Bridge	Complete
	Flint Road (Stratford)	February / March 2022
SH4	Taringamotu Bridge (Taumarunui)	February / March 2022
	Taumarunui Main Street	February / March 2022
SH44	Liardet Street	Complete
	Kitchener-Bonithon	Complete
SH45	Brougham-Liardet	February 2022

SH3/SH3a New Plymouth to Hāwera

Infrastructure projects summary

- We are investigating physical safety improvements in two packages – SH3 New Plymouth to Egmont Village, and SH3A/SH3 Egmont Village to Hāwera.
- SH3 NP to EV is moving to detailed design following community and stakeholder engagement in November and December last year.
- SH3A/SH3 Egmont Village to Hāwera is in the feasibility stage with stakeholder engagement underway.
- Interventions being considered and discussed include safe turning facilities and roundabouts, median barriers and wide centrelines



Speed and Infrastructure Programme (2021-24)

Taranaki Speed Reviews

SH No.	Physical Description of Start and End of SH	Length of Speed Review (km)	Infrastructure interface?	Timeframe for implementation of new speed limits if required	Update/status
SH3	New Plymouth to Egmont Village	11.80	Y	Late 2022	Public engagement completed Dec 2021. Currently analysing feedback.
SH45	New Plymouth to Hāwera	100.20	Y	Late 2022	Public engagement completed Dec 2021. Currently analysing feedback.
SH3A	SH3A	14.90	Y	Late 2022	Public engagement completed Dec 2021. Currently analysing feedback.
SH3	Egmont Village to Hāwera	55.00	Y	Late 2022	Public engagement completed Dec 2021. Currently analysing feedback.
SH44, SH3, SH45	New Plymouth urban	9.70	Y	Late 2022	Public engagement completed Dec 2021. Currently analysing feedback.

Hei konā mai



[New Zealand Government](https://www.nzta.govt.nz/)



Date: 2 March 2022

Subject: **Territorial Authorities Update**

Approved by: M J Nield, Director - Corporate Services
S J Ruru, Chief Executive

Document: 3000580

Purpose

1. The purpose of this memorandum is for the Stratford District Council, South Taranaki District Council and New Plymouth District Council to provide an update on transport activities within their District.

Executive summary

2. District Council members of the Regional Transport Advisory Group have provided written updates (attached to this memorandum) which they will speak to at the meeting.

Recommendations

That the Taranaki Regional Transport Committee:

- a) receives the update provided by the Stratford District Council on its transport activities
- b) receives the update provided by the South Taranaki District Council on its transport activities
- c) receives the update provided by the New Plymouth District Council on its transport activities.

Background

3. To assist with improving awareness and oversight of land transport activities in the region, each Committee meeting will now include an agenda item where Approved Organisations provide an update on their transport activities. In practice, since Waka Kotahi and the Taranaki Regional Council (Public Transport Operations) already provide separate update items, this new item will be one that provides a written and verbal update from each of the district councils. This means that each Approved Organisation within the current Regional Land Transport Plan (with the exception of the Department of Conservation whose transport activities are too minor to warrant such regular updates), will be reporting on their progress with implementation and forward planning of transport activities.

4. The following members of the Regional Transport Advisory Group have provided written updates (attached) which they will speak to at the meeting:

Stratford District Council	Steve Bowden, Roading Asset Manager
South Taranaki District Council	Vincent Lim, Roading Team Leader
New Plymouth District Council	Rui Leitao, Manager Transportation

Financial considerations—LTP/Annual Plan

5. 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

6. 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

7. 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.

Community considerations

8. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 3001288: Update to the Regional Transport Committee - SDC

Document 3001290: Update to the Regional Transport Committee - STDC

Document 3001082: Update to the Regional Transport Committee - NPDC

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	Stratford District Council
RTAG representative:	Steve Bowden
RTC representative:	Mayor Neil Volzke
Date:	March 2022

1. MAINTENANCE, OPERATIONS AND RENEWALS

'Maintenance' work provides for the routine care of pavements, drainage and structures to maintain their structural integrity and serviceability. 'Renewals' work provides for non-routine planned periodic renewal of sealed and unsealed road pavements, drainage, and structures.

Maintenance and Operations.

During the period January 2022 to March 2022 we have undertaken the following activities:

- Slip clearance on Junction Road;
- Pre-reseal repairs to Bird Rd, Cheal Rd, Akama Rd and Waihapa Rd;
- Grading of the un-sealed roads in Area 5 - Whanagamomona;
- Maintenance metalling to Lower Kohuratahi Rd and Puniwhakau Rd;
- General routine maintenance across the district.

We have recovered two cars that were dumped on Mangaoapa Rd as shown in the photographs below.

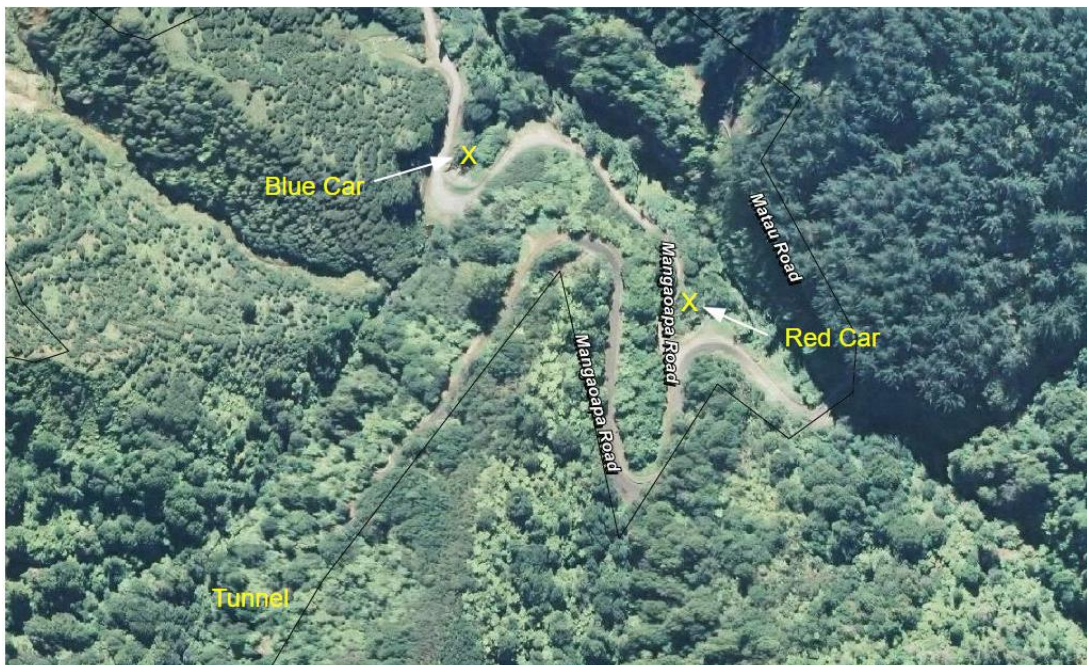


Figure 1 – The location of the two cars dumped on Mangaoapa Rd.



Figure 2 – The two cars in question. The red one has been recovered at the time of writing this report. The blue one is a bit more difficult to recover.

Renewals.

Footpaths.

Footpath replacements continue in the period in Essex Street from Curtis Street to Olivia Street. Depending on the budget remaining we are planning to replace the footpaths in Surrey Street, once the watermain renewal has been completed.

Kerb and Channel Replacement – This year we are planning to replace 1000m of kerb and channel within Stratford. The site identified are:

- Essex Street - both sides – in progress
- Surrey Street - both sides – dependant on the completion of the watermain replacement.
- Fabian Street – both sides – Completed in December 2021

Pavement Rehabilitation.

The completion of the design to realign and strengthen a section of Mangaotuku Road, locally known as Baldock's Corner has been completed. The physical works are due to commence mid-March.

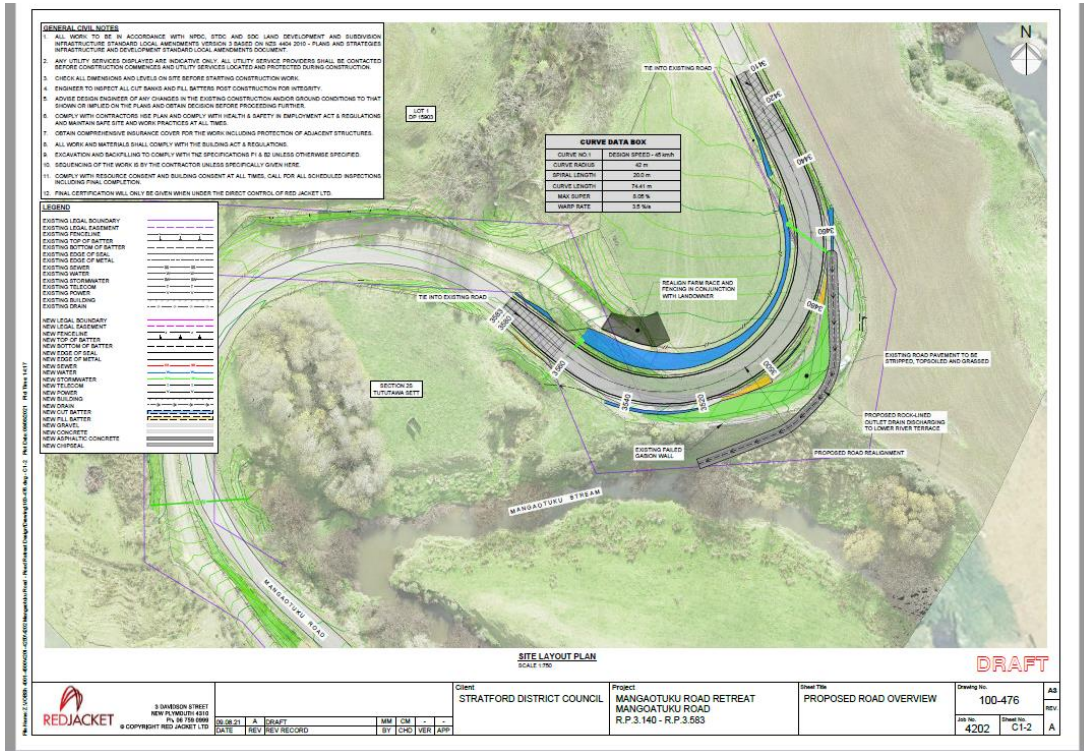


Figure 3 – Draft concept plan for Baldock’s Corner on Mangaotuku Rd.

Bridge Renewals.

Work began on 10 January to replace a large diameter culvert located at RP1.44 on Monmouth Rd. The existing 2.5m diameter culvert has been showing signs of deterioration for several years. The replacement culvert will be a 2m x 2m pre-cast concrete box culvert. The exiting steel culvert is approximately 5m below road level. In order to remove the existing culvert to install the new one (on a new alignment), a 7-8m deep excavation is required.

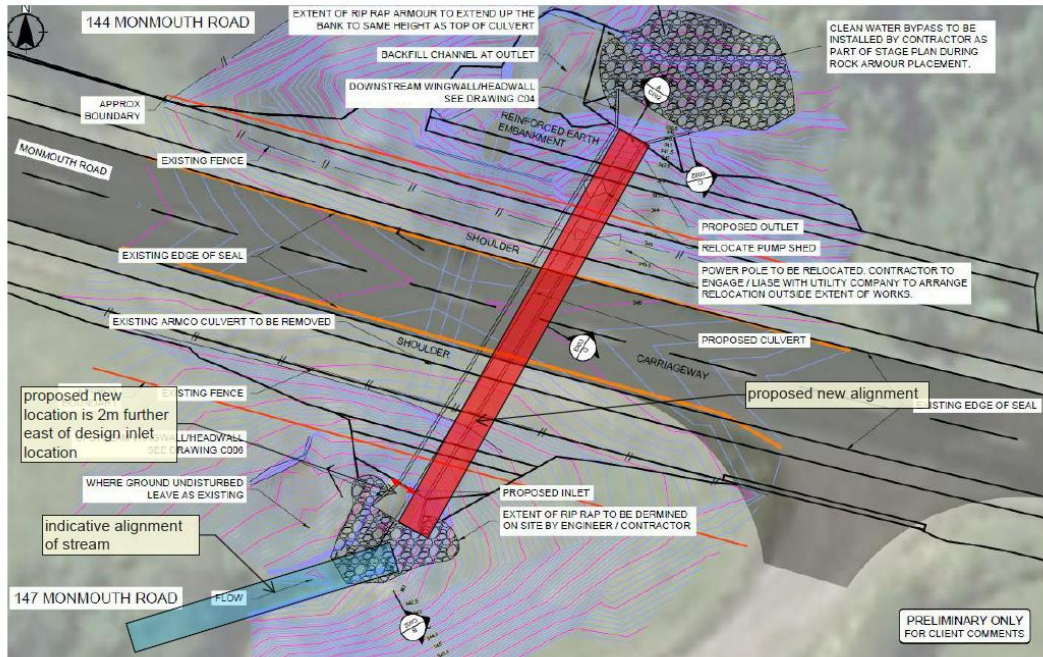


Figure 4 – Plan showing the alignment of the new culvert in red.



Figure 5 – Photo of the inlet of the existing steel culvert and the proposed location of the replacement culvert.

2. EMERGENCY WORKS – IF APPLICABLE

On Tuesday 28 December a rainfall event occurred in the Douglas area of our district. This resulted in the slip shown in figure 6 on Douglas North Road. The location of this slip is at a site of an historical over-slip. We have engaged a consultant engineer to design a retaining wall to repair the damaged caused.



Figure 6 – Slip on Douglas North Rd

Below is a photograph of a slip which has occurred prior to the Christmas holiday period on Junction Rd. These two sites will be combined into one contract for remedial works to be constructed this financial year.



Figure 7 – Photo of the slip on Junction Rd approximately 1km from the Mangaopa Rd intersection.

Over the weekend of 12-13 February cyclone Dovi brought wind and rain to New Zealand. This storm had an impact on the Stratford district causing localised flooding, downing powerlines and trees. The update shown below provides a list of the roads affected by this cyclone. All roads were opened the following week.

NETWORK INFORMATION - STRATFORD DISTRICT							
DATE	17.02.2022						
TIME	7:30						
ROAD	CRM	LOCATION	DISPATCH	DETAILS	Date	ROAD STATUS	Notes
Mangaehu Road		Mangaehu Rd	15159	Between McBride's access and Punihakau Rd closed due to fallen trees and downed power lines. Liase with Powerco in regards to fallen trees	13.02.2022	Open	Road Open Asplundh to clear with PowerCo
Punihakau Rd		Punihakau Rd	15160	Closed due to fallen trees and downed power lines. Liase with Powerco in regards to fallen trees	13.02.2022	Open	Road Opened by Asplundh and PowerCo
Akama Road		Akama Rd	15161	At the start of Akama Rd, 150m in - fallen trees	13.02.2022	Open	Asplundh cleared tree.
Pembroke Road		180 Pembroke Road	15149	Resident concerned about being flooded out asked for sandbags to be delivered.	12.02.2022	Open	FH delivered Sandbags to property for property owner.
Finnerty Road	20853/2022	466 Finnerty Rd	15150	Closed between Upper Stuart Rd and Ronald Rd due to fallen trees	13.02.2022	Open	FH Crew closed road on 13.02.22. FH Crew cleared trees and opened road on 14.02.22. Asplundh mulched trees and clear debris 14.02.22
Manganui Road	20855/2022	Manganui Rd	15151	Near the intersection with Croydon Rd closed due to fallen trees	13.02.2022	Open	Trees partially cleared by farmer. Trees cleared and road reopened by Asplundh
Brewer Road		Brewer Rd	15154	Fallen trees and branches blocking lanes at various locations. Road is still passable	13.02.2022	Open	Partially blocked roads
Pembroke SPR		Pembroke SPR	15174	Fallen tree blocking one lane below Mountain House. Road is still passable	13.02.2022	Open	Partially blocked roads
Standish Road	20846/2022	Standish Rd	15189	Flooding around #250, signs in place. Crew will monitor and remove as soon as safe	12.02.2022	Open	Flooding
Bird Road	20840/2022	Bird Rd	15175	Slip covering the sharp corner closest to 32 Bird Rd.	14.02.2022	Open	Slip Cleared 14.02.22
Bailey Road	20844/2022	Bailey Rd		Blocked culvert on Bailey Road, close to Toko Rd corner	14.02.2022	Open	Jai to attend to this
Denbigh Road	20848/2022	Denbigh Rd	15165	Large pine tree hanging about to fall onto Denbigh Rd just over 1 lane bridge	14.02.2022	Open	Asplundh Cleared Hanging branches 14.02.22
Brecon Road	20847/2022	44 Brecon Road		Manhole lid outside property keeps popping up	13.02.2022	Open	FH Not Contacted. This went to City Care
Broadway	20849/2022	55 Broadway		Manhole lid keeps popping up due to volume of water	13.02.2022	Open	FH Not Contacted. This went to City Care
Celia Street	20854/2022	17 Celia St		Water main overflowing at 16 or 17 Celia Street	14.02.2022	Open	Referred back to SDC and City Care
Stanley Rd		RP 4700 Stanley Rd		Slips blocking lane found by FH Crews on Patrol	14.02.2022	Open	Slips Cleared by FH Crews
Makuri Rd		RP 6878 Makuri Rd		Slips blocking lane found by FH Crews on Patrol	14.02.2022	Open	Slips Cleared by FH Crews
Raupuha Rd		RP 4615 Raupuha Rd	15183	Underslip on RHS. Found on Patrol	14.02.2022	Open	FH will build bund around top of underslip to keep water out.
Raupuha Rd		RP 6852 Raupuha Rd	15184	Fallen Tree hung up on Bank. Still to be cleared	14.02.2022	Open	Asplundh to remove tree 15.02.2022

3. ROAD IMPROVEMENTS

This work provides for improvements to or upgrading of existing roads within the existing or widened road reserve. This includes projects of less than \$2M, which come within the Council's Low Cost Low Risk (LCLR) programme.

General Roading Improvements – We have been finalising the contract documents for the Swansea Road Safety Improvement (outside the Stratford High School).

Tender documents have been advertised for the upgrade of the intersection of Opunake Rd and Palmer Rd with tenders closing on 23 February.

Further tender documents are being prepared for the installation of roadside barriers at four locations on Opunake Rd.

Further refinements to the safety improvements outside Stratford Primary School have been undertaken, to be discussed at a Councillors workshop later in March.

Activated Warning Signs for Manaia Road and Beaconsfield Rd (45km/h curve) have been ordered from the sign supplier. This will include the installation of these signs in March/April.

ACTIVE MODES – WALKING AND CYCLING

Bike Park.

Construction of the half basketball court, cycle track, BBQ area and public toilets is complete and have been opened to the public. Work to asphalt the pump track was carried out in January.



Figure 8 - The pump track with the asphalt surfacing.

Crossing Facilities on SH3

Waka Kotahi have secured funding for the design and construction of a crossing facility to the north and south of Stratford's CBD. The design of southern crossing, located on the Patea River bridge has been peer reviewed by Waka Kotahi and is currently being priced for construction.

The crossing facility to the north of the CBD, a location has been identified outside Field Torque Taranaki and Central Milking and Pumping, which utilises the existing tree pits on both sides of the highway. The design of this crossing is currently in progress.

Walking and Cycling Strategy – In January we presented a report to Council seeking their endorsement to consult with the community on our new Connecting our Communities Strategy. This was approved, the next step will be to send the draft document to numerous interest groups for their feedback.

4. ROAD SAFETY

Activated Warning Signs.

We have identified two further locations for these signs to be installed, these are:

- Beaconsfield Road – Hick’s Corner
- Manaia Road – south of Hollard Gardens

These proposals have been approved by Waka Kotahi. A purchase order has been placed with a sign supplier for the provision and installation of these signs.

Roadside Barrier – Opunake Road.

As part of our Road to Zero Programme, Waka Kotahi have approved the installation of roadside barriers at four separate locations along Opunake Road. The detail design of these barriers is currently in progress, with a contract being prepared for tendering. These should be installed before 30 June 2022.

Safety Project – Swansea Rd by High School

We have sought the comments from local residents regarding the proposed road safety scheme as shown in previous reports. The responses received were very positive. Currently contract documents are being drafted, to go to public tender, with an anticipated start date for physical works on 19 April 2022. This will allow for some of the works to be carried out whilst the school is closed for the Easter holidays.

Safety Project – Regan Street Stratford Primary School.

A council workshop was held in October to discuss some of the proposals to remedy the parking and safety concerns raised by the school Principal and His worship the Mayor. Further modifications to the plans are being undertaken, followed by a further review with councillors in March.

Consultation for 80km/h on Opunake Rd.

Feedback from the community on the proposal to reduce the speed limit on Opunake Road to 80km/h closed on Monday 13 September.

A report will be put before the Council to discuss the feedback received along with a recommendation on a course of action.

Speed Limit Reviews outside Schools

A further workshop with elected members was held in November to discuss our approach to reduce the speed limit outside all urban and rural schools. Some rural schools are located on a State Highway, therefore this will be a consideration for Waka Kotahi.

The Council supported our approach and we are now formulating a Communication Plan to engage with the schools and the local community over these proposals.

5. TRANSPORT PLANNING

This activity primarily relates to the impacts of new developments on the roading network within Stratford.

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	South Taranaki District Council
RTAG representative:	Vincent Lim
RTC representative:	Mayor Phil Nixon
Date:	8 February 2022

1. MAINTENANCE, OPERATIONS AND RENEWALS - February 2022

Maintenance –

Our road maintenance contracts are separated into Northern and Southern. Both of these contracts have been awarded to Fulton Hogan Ltd. The contractors have been focusing on carrying out pre-seal repair works for the last few months for the resealing programme.

The overall maintenance expenditure to end of Jan 2022 is at 56% of the approved budget.

Renewals - This work provides for non-routine planned periodic renewal of sealed and unsealed road pavements, drainage, and structures. The carryover pavement rehabilitation works from last year is completed including the pathway from Hawera to Normanby.

HEB has started the resealing work for 2021/2022 and expected to be completed within 8 weeks.

Pavement rehabilitation works are currently being prepared by our Project Team. The first package of work has been out for tender and is closed. The engineers are currently evaluating the tenders. Also, the footpath renewal work tender has also been closed and the engineers are evaluating the tenders as well.

The overall renewals expenditure to end of Jan 2022 is at 49% of the approved budget.

2. EMERGENCY WORKS – IF APPLICABLE

There has been a major event in the weekend of 5 February resulting in flood damage to Parihaka Road, Rawhitiroa Road, Windgrove Road, Tangahoe Valley Road and various other roads.

- a. The Wingrove Road is closed with a large slip. Provisional estimate 3000m³. All of the material will need to be carted. Engaging a Contractor now, work possibly start in morning. Alternative access through Rawhitiroa Rd. Road likely to close until 12th February 2022.



- b. Mid Parihaka Rd – Bridge overtopped with flood water. Road to remain closed. Urgent Bridge Inspection is being carried out.



Mid Parihaka Bridge

- c. Stent Road – wash out – initial response work has been carried out and the road is now open.



Stent Road Wash Out

3. LOW COST LOW RISK

This category of work includes improvement to or upgrading of existing roads within the existing or widened road reserve, improve walking and cycling route and road safety improvements.

A large amount of submitted bid for local road improvements have not been approved by Waka Kotahi. We are disappointed that Waka Kotahi did not provide any advance notice that they will not be funding most of the local road improvements projects that were submitted by Council. The tables below show the amount submitted by South Taranaki District Council and amount funded by Waka Kotahi.

We will have to review our bridge structures and may have to restrict heavy traffic movements on some routes to maintain the integrity of these bridge structures.

South Taranaki District Council -
Submitted bid

Activity class	NLTP year			\$-Total
	\$ - Year1	\$ - Year2	\$ - Year3	
Road to Zero	\$600,000	\$370,000	\$100,000	\$1,070,000
Walking and cycling improvements	\$775,000	\$1,025,000	\$180,000	\$1,980,000
Local road improvements	\$2,090,000	\$1,616,000	\$1,425,000	\$5,131,000
Total for all activity classes	\$3,465,000	\$3,011,000	\$1,705,000	\$8,181,000

Waka Kotahi - Approved
Funding

Activity class	NLTP year			\$-Total
	\$ - Year1	\$ - Year2	\$ - Year3	
Road to Zero	\$600,000	\$370,000	\$100,000	\$1,070,000
Walking and cycling improvements	\$775,000	\$1,025,000	\$180,000	\$1,980,000
Local road improvements	\$140,000	\$820,000	\$700,000	\$1,660,000
Total for all activity classes	\$1,515,000	\$2,215,000	\$980,000	\$4,710,000

4. TRANSPORT PLANNING

There have been ongoing transport planning relating to One Network Framework which we have submitted and being moderated by Waka Kotahi. There is also the standardising data project that is occurring now.

South Taranaki District Council is experiencing a surge of subdivisions at Turuturu Rd (2-3 stages up to 240 lots), Manawapou Road, Rata Street and Ohangai Road. Also, there is the STDC business park development which the Council has approved the funding for.

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	New Plymouth District Council
RTAG representative:	Rui Leitao
RTC representative:	Councillor Harry Duynhoven
Date:	January 2022

1. MAINTENANCE, OPERATIONS AND RENEWALS

New Plymouth District Council (NPDC) operations have completed over 50% of this year's reseals and are well underway on the pre-reseal maintenance work for next financial years reseals.

NPDC have commenced its urban pavement rehabilitation programme on Devon St East and have completed the section around Hobson St/Molesworth St corner, and are finishing the scheduled forwards work programme on barrier renewals/improvements for bridges, tunnels, retaining walls, guardrails and road delineation.

Early December 2021 was very wet and caused a number of slips, particularly affecting our rural network, between Inglewood and Tongaporutu.

NPDC and Stratford District Council are joining forces in the management of our street lighting. A single contract will be going out for tender, which will include all of New Plymouth's and Stratford's district street lights. It will also include the State Highway street lights within those two districts.

Waka Kotahi will only be co-investing on \$50M of \$69M NPDC's 2021-24 maintenance, operations and renewals transport programme. Since NPDC's strategic alignment and investment business case is strong and robust it will keep to its recommended programme as the consequences of not following it will be a significant reduction in levels of service (in both urban and rural areas).

2. ROAD IMPROVEMENTS

Going forward (2021-24) the three principal areas of improvements are related to crash mitigation at intersections, network walking and cycling improvements and safety around schools. Projects programmed for the 2021/22 period include:

- Brois St/Govett Ave Intersection Improvements – Detailed design in progress.
- Mangorei Rd NPGHS Improvements – Concept design completed and the detailed design has commenced on the first stage of this project (from SH3 Northgate to Warangi St).
- Tarata Rd/Dudley Rd Intersection Improvements – Detailed design completed, and construction will soon commence.
- Mangorei Rd Shared Pathway (Tupuhi Pl to Mangorei School) – Detailed design in progress.
- Old South Rd, Okato, footpath (School to Old South Rd stream bridge) – Community engagement is completed and construction will soon commence.
- Rural Road Delineation Improvements – Programmed work has commenced.
- Bridge Barrier Upgrades – Priority list at final review stage.
- Tariki Rd Safety Improvements – Engagement with MoE/school in progress.
- Parklands Ave/Mangati Rd Intersection RAB – Detailed design review in progress
- Ngamotu Rd Safety Improvements (Paritutu Rd to Centennial Dr) – Construction has commenced and is expected to be completed in May 2022.
- Tukapa St/David St Intersection Signalisation – Detailed design in progress.

3. ACTIVE MODES – WALKING AND CYCLING

NPDC continues to deliver its training to pre-schoolers through its 'let's get going' programme, and scooter and cycle skills training to primary aged students.

The Government's Covid-19 directive for schools means all NPDC staff and skills training staff entering schools are mandated to be Covid-19 vaccinated (and have My Vaccine passports).

Unfortunately the Let's Go Ride Summertime Rolls events (Race the City and The Great Skate) have been cancelled or postponed due to Covid-19 Red traffic light restrictions.

4. TRANSPORT PLANNING

In December 2021 Council adopted its New Plymouth Central City Strategy. This will enable Council to apply for Waka Kotahi's 'Streets for People' programme, which attracts a 90% FAR.

The NP Central City Strategy will also directly feed into NPDC Integrated Transportation Strategy and a subsequent NPDC Parking Plan. The Integrated Transportation Strategy will aim at setting the direction for an integrated and multi-modal transportation network for the next 30 years. The next phase of this project will be modelling and analysing the benefits of a number of route options.

NPDC have prepared a Speed Management Plan to implement over the next 10-years. It was based on community feedback with an expected 20% reduction in deaths and serious injury crashes by 2030.

NPDC will be applying for Waka Kotahi NZTA 'Streets for People' funding for a number of Central City project trials. The 'Streets for People' is a follow up programme to 'Innovating Streets for People', but allows for more time to plan and deliver trial areas for active use.



Date: 2 March 2022

Subject: **Public Transport Operational Update for the Quarter Ending 31 December 2021**

Approved by: M J Nield, Director - Corporate Services
S J Ruru, Chief Executive

Document: 3001787

Purpose

1. The purpose of this memorandum is to provide members with an operational report on public transport services for the quarter ending 31 December 2021.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum *Public Transport Operational Report for the Quarter Ending 31 December 2021*.

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 is required. These include provision of public transport services and the Total Mobility Scheme.

Covid-19

3. Post lockdown conditions have seen regular services resume with additional safety precautions in place. In response to the local outbreak of the Delta strain, passengers were given the opportunity to utilise the offer of free public transport for the purpose of receiving vaccinations in conjunction with the Ministry of Health. The community continues to adhere to the current Covid-19 safety guidelines without conflict.

Fare Zone Rollout

4. The project launch occurred in late January 2022. There has been positive feedback to date.

Citylink Services for the October - December 2021 Quarter

5. Throughout the New Plymouth urban routes there were 109,917 trips taken during the quarter. Due to the school holidays and the commencement of the seasonal holidays, patronage numbers are still slightly down at -9.5%. Looking forward, patronage numbers should return once the school term begins.

Connector (Hāwera to New Plymouth) bus service

6. The Connector Service provided 5,225 trips during the quarter ending December 2021. Despite being down -23.3% compared to the annual figures in 2020, numbers are gradually increasing with passenger use post lockdown. Due to scheduled major road maintenance, repairs, and the combined holidays, the Connector services were slightly affected showing a decrease from the last quarter by -5.3%.

Southlink services

7. The Southlink Services continue to provide the three regular return services between Ōpunake to New Plymouth, Ōpunake to Hāwera and the bi-weekly Waverley to Hāwera service. The total patronage was affected with the same result as the other main services across the region with holidays starting, resulting in 516 trips. There were two services showing an increase compared to the 2020 figures with Waverley to Hāwera at +31.4% and Ōpunake to Hāwera +22%. The Ōpunake to New Plymouth service took more of an impact being down -38.2%.

SuperGold Card

8. SuperGold Cardholders using the services across the Taranaki region totalled 12,824 for the quarter ending December 2021, showing an increase of +17.7% compared to the last quarter. An introduction of an extension of services to a local rest home and retirement village in New Plymouth, was widely welcomed by many of the residents and has potentially contributed to the increased numbers.

Total Mobility Scheme

9. At the end of the quarter, the Total Mobility Scheme provided 12,529 trips, inclusive of the Ironside providers. In comparison to last quarters figures, patronage has increased by +12.2% providing a positive outlook for the future.

Financial considerations—LTP/Annual Plan

10. 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

11. 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

12. 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.

Community considerations

13. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

Legal considerations

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



Date: 2 March 2022

Subject: **Consultation on review of the Road User Charges system**

Approved by: M J Nield, Director - Corporate Services
S J Ruru, Chief Executive

Document: 2994811

Purpose

1. The purpose of this memorandum is to update Members on the review of the Road User Charges (RUC) system, and consider if/how Members wish to participate in the consultation.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum entitled *Consultation on review of the Road User Charges system*
- b) receives with thanks the presentation provided by the Ministry of Transport on the 2022 Road User Charges system consultation.

Background

2. Te Manatū Waka Ministry of Transport is seeking feedback on possible changes to the RUC system.
3. The last major suite of amendments to the RUC Act were made in 2012. In the intervening years, the number of light diesel vehicles subject to RUC has increased significantly and these are often operated by private motorists, rather than companies. Heavy diesel vehicles, which are mainly operated by companies, remain the core of the scheme, but are now only responsible for around sixty percent of RUC revenue. Light diesel vehicles, which now make up 20 percent of the light vehicle fleet, contribute the other 40 percent of RUC revenue. Once the electric vehicle (EV) RUC exemption ends, owners of EVs will also pay RUC in ever-increasing numbers.
4. The current RUC legislation is focussed on recovering the costs of damage to the road network, especially that caused by heavy vehicles, and ensuring that operators of vehicles that cause the damage pay the appropriate amount.
5. While this approach remains key, the current system does not recognise other costs imposed by vehicle use, such as pollution or congestion. There is a growing interest in

using the RUC system to also capture some of those other costs, or to offset the higher costs faced by some emerging technologies, ahead of their widespread adoption.

6. The Government are considering whether changes to the legislation are needed to enable the RUC system to adapt to these changes in the types of vehicles and their operators, and whether it should be amended to accommodate future changes in how the country seeks to raise land transport revenue.
7. In addition to the potentially significant changes to the purpose of RUC, the Government are taking this opportunity to consult on a wide range of other possible amendments to the RUC Act and its regulations that could improve its operation. Currently it costs Waka Kotahi approximately \$20 million per year (around one percent of RUC revenue) to administer the RUC system and it costs operators an additional amount to manage their own compliance. Amending the RUC Act and its regulations is an opportunity to make changes that will reduce these costs and improve the value for money the sector gets.
8. *Te Huringa Taraiwa: Te arotake I te pūnaha utu kaiwhakamahi rori | Driving Change: Reviewing the Road User Charges System*, is a discussion document on possible changes intended to improve the RUC system and support the uptake of low-carbon vehicles.
9. Key topics in the discussion document include:
 - How RUC might be used to charge for greenhouse gas emissions and other factors beyond damage to the roads (like noise pollution and congestion);
 - How light EV owners can transition into paying RUC when the exemption for EVs ends in March 2024; and
 - How RUC's compliance regime can be improved.
10. There are other possible changes considered, including removing paper label requirements (for RUC and the vehicle licence (rego)), transitioning CNG/LPG vehicles into the RUC system, and mandating electronic RUC for heavy vehicles.

Discussion

11. For Members' ease of reference, appended to this Memorandum are the Ministry of Transport's 2-page A3 summary document and their Public FAQs. Further information, including the full discussion document is available at www.transport.govt.nz/RUCConsultation22.
12. The Ministry of Transport have been asked to provide a brief presentation to the Committee on the proposed changes, followed by an opportunity for Members to ask questions.
13. Officers are not recommending undertaking a detailed submission given the operational nature of many of the 89 questions posed. However, Members may wish to provide high-level feedback on some of the significant proposals raised in the discussion document. Officers seek guidance on what, if any, formal feedback the Committee wishes to provide on this discussion document.

Financial considerations—LTP/Annual Plan

14. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included

in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

15. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Land Transport Management Act 2003*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

Iwi considerations

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

Community considerations

17. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

Legal considerations

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

Appendices/Attachments

Document 2994587: A3 summary Driving Change: Reviewing the Road User Charges System

Document 2997249: Road User Charges (RUC) system consultation Feb2022 Public FAQs.








Te huringa taraiwa: Te arotake I te pūnaha utu kaiwhakamahi rori | Driving Change: Reviewing the Road User Charges System

Considering climate change, simplifying compliance and making better use of technology as our transport system changes.

Road user charges (RUC) charge some vehicles for their use of public roads, in proportion to the costs those vehicles generate. Vehicles using fuels other than petrol or with a gross vehicle mass greater than 3.5 tonnes are subject to RUC. Light electric vehicles will pay RUC from 1 April 2024. This system remains world-leading but needs to be adaptable to changes in technology and in the transport sector.

We are considering whether RUC should address wider Government priorities and not focus solely on recovering direct costs. This would fundamentally change RUC's purpose and needs to be well thought through.

Improving user experience and enforcement

<p>These proposals intend to reduce costs, simplify compliance and ensure that all users contribute fairly to the cost of the transport system. These include:</p>	 <p>Whether electric motorbikes and very light EVs should pay RUC once the light EV RUC exemption ends</p> <p>Whether these types of vehicles should be exempted permanently, if they should pay RUC – most likely at a lower rate – or pay an additional amount as part of the vehicle licence fee.</p>	 <p>Whether eRUC should be mandated for all heavy vehicles</p> <p>Having RUC collected electronically reduces compliance costs which is advantageous to both the road user and Waka Kotahi, but raises important issues around protecting privacy and need to mitigate operating costs.</p>	 <p>Whether to remove requirement for light vehicle owners to display a RUC licence</p> <p>Not having to display a RUC licence would make RUC simpler and more cost-effective. RUC licence purchasing could be automated, such as through a smartphone app or in-vehicle device.</p>	 <p>Assisting new RUC payers to start paying RUC</p> <p>When the light EV exemption ends on 31 March 2024, EV owners will need to start paying RUC and Waka Kotahi will need to know the distance from which they need to buy RUC.</p>	 <p>Improving enforcement</p> <p>Policies to improve Waka Kotahi's and NZ Police's ability to administer and enforce the RUC system.</p>
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The Climate Change Commission's recommendations

<p>The Climate Change Commission has recommended Government encourage the production and use of low greenhouse gas emission fuels. This can be helpful.</p>	<p>Amending the RUC legislation to support the uptake of low carbon fuels</p> <p>Exemptions from paying RUC can help reduce costs of transport fuels other than petrol and diesel, especially while technologies are becoming established.</p> <p>Charging for factors other than road damage</p> <p>These factors could include costs associated with the contribution to congestion, noise pollution, and especially greenhouse gas emissions. This would also be a major change to how we think of RUC costs.</p>
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Minor and technical amendments will improve the RUC system's administration

<p>Minor and technical amendments will improve the RUC system's administration. There are some complicated areas of the system's important to work with our transport sector to develop solutions. These could include:</p>	<p>Amending the overweight permit regime</p> <p>An evaluation of the RUC Act found this regime needs reviewing.</p> <p>Redefining RUC vehicles types for eight-axle combinations</p> <p>The maximum mass allowable for standard vehicles was increased when a Land Transport Rule changed. We want to address the implications of this.</p>
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In the 2020/21 financial year



RUC contributed nearly \$2 billion
to the total National Land Transport Fund revenue of \$4.3 billion.

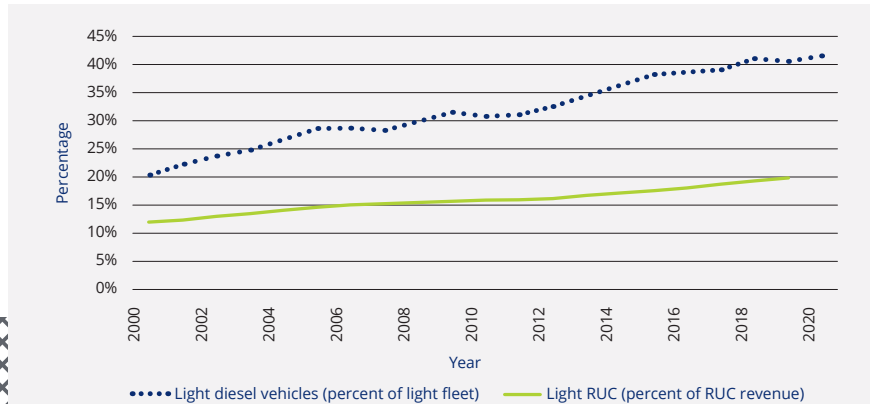


800,000 contributed \$800 million
in RUC licences, while 190,000 heavy vehicles (including trailers towed by heavy vehicles) contributed \$1.1 billion.

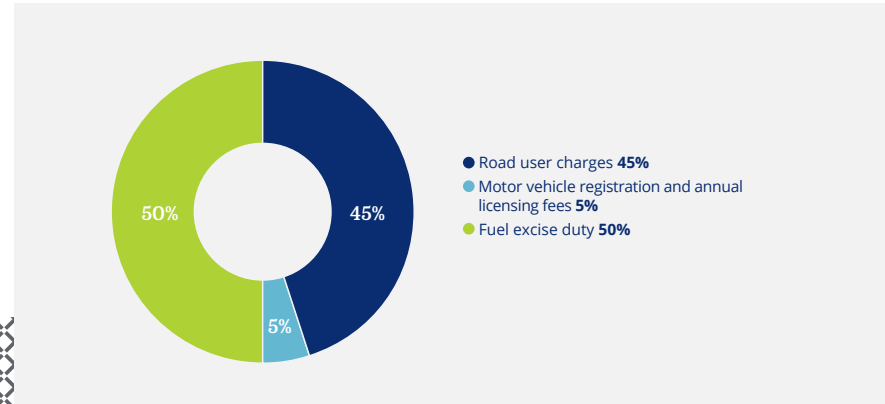


3 million
The owners of the roughly 3 million light petrol vehicles contributed around \$2.1 billion in Fuel Excise Duty and another \$280 million was collected in registration and licence fees.

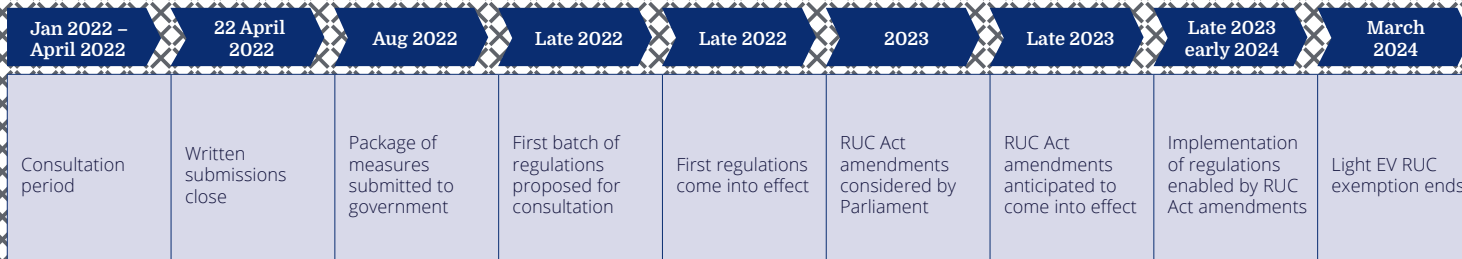
The growing importance of light RUC vehicles to the NLTF



Main sources of revenue for the NLTF in 2020/2021



Indicative timing of RUC amendment process – actual timing subject to Parliamentary process



We want your views:
The deadline for written submissions is 22 April 2022. You can make a submission by:

1. Emailing it to RUCConsultation22@transport.govt.nz,
2. Using the online form at: www.transport.govt.nz/RUCConsultation22
3. Or you can send a hard copy to: RUC Consultation 2022, Te Manatū Waka Ministry of Transport, PO Box 3175, Wellington, 6140.



Public FAQs: Consultation on amending the road user charges system

What is RUC?

New Zealand has a one of a kind road user charge (RUC) system.

Like in many other countries, most road users pay levies when they buy petrol. RUC applies to vehicles using fuels other than petrol or with a gross vehicle mass greater than 3.5 tonnes. RUC imposes distance and weight-based charges for these vehicles' use of public roads, in proportion to the costs those vehicles generate.

RUC is a key source of revenue to the National Land Transport Fund (NLTF) – it pays for maintenance and improvements of the land transport system, including roads, public transport, walking and cycling infrastructure. In the 2020/21 financial year, RUC contributed nearly \$2 billion in revenue to the NLTF out of a total of \$4.3 billion.

Light electric vehicles will pay RUC from 1 April 2024.

The RUC system remains world-leading but needs to be adaptable to changes in technology and in the transport sector.

Why are you consulting on RUC changes now?

The last major reform to the RUC system was in 2012. So, almost a decade later, it is timely to look again at the system to see if we can improve its operation and to make sure it remains fit for purpose as we look to tackle challenges such as climate change.

How can I make a submission?

You can make a submission by:

- using the online form at: www.transport.govt.nz/RUCconsultation22
- emailing it to RUCConsultation2022@transport.govt.nz
- or send a hard copy to: RUC Consultation 2022, Ministry of Transport, PO Box 3175, Wellington, 6140.

The deadline for submissions is 22 April 2022.

Who's likely to be affected by these changes?

RUC is currently paid mostly by drivers of light diesel vehicles and owners of heavy vehicles like trucks. There are approximately 800,000 light RUC vehicles and 190,000 heavy vehicles (including trailers towed by heavy vehicles). Electric vehicles are currently exempt from RUC, but this exemption will end from April 2024.



Some of the proposed changes would only affect a small number of motorists, such as changes to how CNG and LPG vehicles are charged, or those relating to overweight permits for heavy vehicles, or changes to the definition of mobile cranes.

However, because we are considering issues such as costs of congestion and noise pollution that affect more than just those paying RUC, and issues like the need to display paper licences for RUC and vehicle licences ('rego') we want to hear from a range of road users.

What are topics are you seeking feedback on?

The discussion document covers a wide range of issues with the current RUC system. These include if we should amend RUC legislation to support the uptake of low carbon fuels; if we should consider costs other than road wear and tear when setting RUC rates; and how we can simplify the RUC system for end users. We are also proposing a package of minor technical amendments to make the system work more efficiently.

I've thought of a new idea about RUC that is not in your document – can I make a submission on that?

Yes, you are free to make a submission on any topic about RUC that you want. We are also open to new ideas about how to improve the RUC system.

Why do you need to amend the Road User Charges Act 2012 (the Act)?

Electric vehicles are temporarily exempt from RUC to promote their uptake and there is interest in extending this exemption to vehicles powered by other low carbon fuels such as hydrogen, or possibly biofuels. We can't do this without changing the purpose of RUC to allow it to consider greenhouse gas emissions when setting RUC rates.

If we are going to make amendments to something as important as the purpose of the Act, we have also taken the opportunity to look at the Act's operations more thoroughly. We have identified a number of areas that could be improved through changing the legislation.

The RUC Act's focus is mostly on heavy vehicles. However, with the increase in the number of light diesel vehicles in the past decade and the expected increase in light electric vehicles (EV) in the next decade, it means that some parts of the Act are now out-of-date: this could become a problem for RUC customers. To prepare for when the vehicle fleet contains a greater proportion of EVs we need to consider whether changes are required to the Act.

Is making a submission the only chance I will get to be involved?

No. Te Manatū Waka Ministry of Transport and Waka Kotahi NZ Transport Agency will consult on the discussion document's proposals until 22 April 2022. Subject to any COVID restrictions we plan to hold workshops and consult with stakeholders directly. If you would like to meet with us to discuss any of the issues, please email us at RUCConsultation2022@transport.govt.nz.

We will continue to engage with stakeholders on the more complicated issues after the deadline if necessary.

Once we have conducted this first round of consultation, we will use the feedback on the Discussion Document, and from workshops and meetings, to prepare a package of potential changes to the RUC legislation. We will submit advice to the Government for consideration in



the second half of 2022. Once the Government has decided what changes it wants to make, there will likely be further consultation on the details of the proposals. Consultation will include through the Select Committee process for changes to the Act and through direct consultation for changes made to Regulations.

How will this change how RUC revenue is spent?

Most of the proposals in the discussion document affect how the RUC revenue is collected, rather than how it is spent.

At present all revenue from RUC is part of the National Land Transport Fund (NLTF) and is mostly spent on land transport projects.

One of the proposed changes discussed in the document looks at whether additional charges should be included in RUC for matters like noise or air pollution, and congestion. If this change was agreed to, any new revenue could be used for a dedicated fund to address these problems. This would be a matter for consultation and would require a change to the RUC Act and the LTMA to enable this to occur.

See [How land transport is funded | Ministry of Transport](#) for more information.

Do the proposals mean petrol vehicles will need to pay RUC?

No. The Ministry of Transport is investigating whether we need to move petrol vehicles onto the RUC system at some point in the future, but that is not part of this Discussion Document.

See page 105 – 110 of the briefing on the [Future of The Revenue System Programme Work](#) for more information.

How would you recover costs from something like noise pollution from petrol vehicles if you were to include those costs in RUC for diesel and electric vehicles?

It would depend on what the cost was and if vehicles using petrol were a major contributor to the costs. We are seeking views on how a charge could be levied fairly among fuel types as it would not be fair to only charge costs to diesel and electric vehicles for something like congestion, which is caused by all vehicles. One solution might be to only consider these types of costs for heavy vehicles as these are all required to pay RUC or they could be for all diesel vehicles where the primary concern is air pollution, for example. Petrol vehicles are not a major source of local air pollution.

Are you proposing to make electronic logbooks mandatory?

No. Work on the design and implementation of electronic logbooks is being conducted under the Road to Zero – Government's strategy to improve road safety. Ensuring drivers stay within their regulated driving hours is primarily a road safety concern. However, the technology that might be used for eRUC is very similar to that needed for an electronic logbook, both require knowing when the vehicle is moving. We did not want to consult twice on the technical specifications of potential devices, and any decision to require electronic logbooks would be made separately after a more thorough consultation process.



Will these changes make my light diesel vehicle more expensive to run?

If RUC rates were to be changed, this would be considered separately. Some of the proposed changes would be used to offer RUC exemptions or discounts as incentives to low and zero emissions vehicles, as we do now with EVs.

If we remove the requirements for paper RUC labels and for paper vehicle licences ('rego') it may reduce some costs slightly by removing the cost of printing and sending the labels.

When will EVs start paying RUC?

Owners of light EVs will have to start paying RUC from 1 April 2024. Under the current legislation light EV owners will need to purchase RUC at \$76/1,000km, which is the same rate as all other light vehicles. The proposals in the discussion document might enable the government to set lower RUC rates for EVs, but that requires a change to the RUC Act first.

Heavy EVs (trucks and buses) are exempted from RUC until 31 December 2025. The discussion document is asking if this deadline should be changed, due to the current very low uptake of heavy EVs.

When can I stop displaying a RUC license?

Removing the requirement to display a valid RUC licence requires a change to the RUC Act. We don't know for sure when this will be in place, if it was agreed following consultation, but it is likely to take several years.

How are you proposing to use RUC to address climate change?

The discussion document considers how RUC can be used to encourage the uptake of low carbon fuels. It considers whether to charge low emissions vehicles less than fossil fuelled vehicles to encourage their uptake as well as to recognise their reduced greenhouse gas emissions. We are not proposing that RUC would replace the [ETS](#) included in the price of all fossil fuels.

Will users of low emission fuelled vehicles and EVs be exempt from paying RUC or get discounts?

The discussion document considers how RUC can be used to encourage the uptake of low carbon fuels and EVs while spreading costs fairly amongst road users.

The exemption for light EVs has been extended until 31 March 2024. Under the current legislation, heavy EVs are exempt from paying RUC until 31 December 2025

AGENDA AUTHORISATION

Agenda for the Regional Transport Committee meeting held on Wednesday 2 March 2022.

Approved:



25 Feb, 2022 10:15:35 AM GMT+13

M J Nield
Director Corporate Services

Approved:



25 Feb, 2022 11:18:22 AM GMT+13

S J Ruru
Chief Executive