



AGENDA

Regional Transport

Wednesday 6 September 2023, 10.30am

Taranaki Regional Transport Committee

06 September 2023 09:00 AM - 05:00 PM



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Whakataka te hau

Karakia to open and close meetings

Whakataka te hau ki te uru	Cease the winds from the west
Whakataka te hau ki tonga	Cease the winds from the south
Kia mākinakina ki uta	Let the breeze blow over the land
Kia mātaratara ki tai	Let the breeze blow over the ocean
Kia hī ake ana te atakura	Let the red-tipped dawn come with a sharpened air
He tio, he huka, he hauhu	A touch of frost, a promise of glorious day
Tūturu o whiti whakamaua kia tina.	Let there be certainty
Tina!	Secure it!
Hui ē! Tāiki ē!	Draw together! Affirm!

Nau mai e ngā hua

Karakia for kai

Nau mai e ngā hua	Welcome the gifts of food
o te wao	from the sacred forests
o te ngakina	from the cultivated gardens
o te wai tai	from the sea
o te wai Māori	from the fresh waters
Nā Tāne	The food of Tāne
Nā Rongo	of Rongo
Nā Tangaroa	of Tangaroa
Nā Maru	of Maru
Ko Ranginui e tū iho nei	I acknowledge Ranginui above and
Ko Papatūānuku e takoto ake nei	Papatūānuku below
Tūturu o whiti whakamaua kia	Let there be certainty
tina	Secure it!
Tina! Hui e! Taiki e!	Draw together! Affirm!



Date 6 September 2023

Subject: **Confirmation of Minutes – 8 June 2023**

Approved by: S J Ruru, Chief Executive

Document: 3200631

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 1 March 2023 at 10.30am
- b) notes that the unconfirmed minutes of the Taranaki Regional Transport Committee held at 47 Cloten Road, Stratford on 6 June 2023 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 379153: [Minutes Taranaki Regional Transport Committee – 8 June 2023](#)



Date: 8 June 2023, 10.30am
Venue: Taranaki Regional Council Boardroom, 47 Cloten Road, Stratford
Document: 3179153

Present		A L Jamieson	Taranaki Regional Council (<i>Chairperson</i>)
		M J Cloke	Taranaki Regional Council (<i>Deputy Chairperson</i>)
		N Volzke	Mayor - Stratford District Council
		P Nixon	Mayor - South Taranaki District Council
		H Duynhoven	New Plymouth District Council
		Ms L Stewart	Waka Kotahi NZ Transport Agency
Attending	Mrs	C Littlewood	Taranaki Regional Council
	Mr	M Nield	Taranaki Regional Council
	Ms	S Downs	Waka Kotahi NZ Transport Agency
	Mr	S Bowden	Stratford District Council
	Mr	R Leitao	New Plymouth District Council
	Ms	F Ritson	Taranaki Regional Council
	Mr	A Gurney	New Zealand Police
	Miss	N Chadwick	Taranaki Regional Council
	Mr	V Lim	South Taranaki District Council
	Ms	L Beck	New Plymouth District Council
	Mr	R O'Keefe	New Zealand Police
	Ms	C Gazley	Taranaki Regional Council
	Ms	L Hawkins	Taranaki Regional Council (<i>left meeting at 11.30</i>)
	Ms	M Addy	New Plymouth District Council
	Ms	N Wiseman	New Plymouth District Council
	Mr	B Clough	Taranaki Regional Council

Zoom Vinuka Nanayakka Waka Kotahi

3 Members of the Public Attended

1. Confirmation of Minutes Regional Transport Committee – 1 March 2023

Resolved

That the Taranaki Regional Transport Committee:

- a) took as read and confirmed the minutes of the Taranaki Regional Transport Committee meeting held at 47 Cloten Road, Stratford on Wednesday 1 March 2023 at 10.30am
- b) noted that the unconfirmed minutes of the Taranaki Regional Transport Committee held at 47 Cloten Street, Stratford on Wednesday 1 March 2023 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

Waka Kotahi Safety report will be circulated to members.

Nixon/Volzke

2. Regional Transport Advisory Group Minutes – 5 April 2023 and 24 May 2023

Resolved

That the Taranaki Regional Transport Committee:

- a) took as read the minutes of the Taranaki Regional Transport Advisory Group meeting held at 47 Cloten Road, Stratford on 5 April 2023 and 24 May 2023
- b) noted that the unconfirmed minutes of the Taranaki Regional Transport Advisory Group held at 47 Cloten Street, Stratford on 5 April and 24 May 2023, have been circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for their receipt and information.

Duynhoven/Cloke

3. State Highway 3 Working Group Minutes

Resolved

That the Taranaki Regional Transport Committee:

- a) received the unconfirmed minutes of the State Highway 3 Working Group meeting held at Taranaki Regional Council, 47 Cloten road, on 10 May 2023.

Cloke/Jamieson

4. Regional Land Transport Plan Review

- 4.1 Ms F Ritson, Senior Policy Analyst, spoke to the memorandum to provide an overview of the mid-term review of the Regional Land Transport Plan and some of its key building blocks.

Resolved

That the Taranaki Regional Transport Committee:

- a) received the memorandum, Regional Land Transport Plan review.

- b) noted the contents of the memorandum, specifically the next steps in the programme development.

Cloke/Volzke

5. Update on Developing the Regional Speed Management Plan

- 5.1 Ms F Ritson, Senior Policy Analyst, spoke to the memorandum to provide an update on developing the first Regional Speed Management Plan (RSMP).

Resolved

That the Taranaki Regional Transport Committee:

- a) received the memorandum, Update on developing the Regional Speed Management Plan

Cloke/Nixon

6. Waka Kotahi New Zealand Transport Agency Update

- 6.1 Ms Linda Stewart spoke to the memorandum to provide an update on Waka Kotahi's national and regional activities.

Resolved

That the Taranaki Regional Transport Committee:

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

Nixon/Duynhoven

7. New Plymouth District Councils Integrated Transport Plan

- 7.1 Ms Natalie Wiseman and Ms Mikaela Addy - New Plymouth District Council, spoke to the memorandum to provide an update on *New Plymouth District's Integrated Transport Plan* and provided a PowerPoint presentation.

Resolved

That the Taranaki Regional Transport Committee:

- a) received with thanks the presentation from the New Plymouth District Council on development of an Integrated Transport Plan for their district
- b) noted the synergies with the regional Better Travel Choices work being undertaken at a regional level.

Cloke/Duynhoven

8. Transport Choices Programme update

- 8.1 Ms Liz Beck - New Plymouth District Council and Steve Bowden Stratford District Council spoke to the memorandum and gave PowerPoint presentations to provided updates on the work that is happening in the region.

Resolved

That the Taranaki Regional Transport Committee:

- a) received the memorandum, *Transport Choices Programme* update
- b) received with thanks the presentations from the Stratford District Council and New Plymouth District Council.

Volzke/Cloke

9. Territorial Authorities Update

- 9.1 Mr S Bowden, Stratford District Council, spoke to the report updating the committee on transport activities within the Stratford District.
- 9.2 Mr R Leitao, New Plymouth Council, spoke to the report updating the committee on transport activities within the New Plymouth District
- 9.3 Mr V Lim, South Taranaki District Council, spoke to the report updating the committee on transport activities within the South Taranaki District

Resolved

That the Taranaki Regional Transport Committee:

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

Duynhoven/Jamieson

There being no further business the Committee Chairperson, Councillor A L Jamieson, thanked the Committee for their work and declared the Regional Transport Committee meeting closed at 12.50pm.

Taranaki Regional

Council Chairperson: _____

A L Jamieson



Date 6 September 2023

Subject: **Regional Transport Advisory Group Minutes – 12 July 2023 and 16 August 2023**

Approved by: S J Ruru, Chief Executive

Document: 3200636

Recommendations

That the Taranaki Regional Transport Committee:

- a) receives the unconfirmed minutes of the Regional Transport Advisory Group meeting held at 47 Cloten Road, Stratford on 12 July 2023
- b) receives the minutes of the Regional Transport Advisory Group meeting held at 47 Cloten Road, Stratford on 16 August 2023.

Matters arising

Appendices/Attachments

Document: [RTAG Minutes 12 July 2023](#)

Document: [RTAG Minutes 16 August 2023](#)

Taranaki Regional Transport Advisory Group (RTAG) Meeting

MINUTES

Date Wednesday 12 July 2023, 10am

Venue Taranaki Regional Council and via Zoom

Present

Bill Clough	TRC
Cheryl Gazley	TRC (Chairing)
Fiona Ritson	TRC (zoom)
Nigel Hurley	Waka Kotahi NZTA
Richard Ashman	Waka Kotahi NZTA (zoom)
Rui Leitao	NPDC (zoom)
Shawn Scott	Waka Kotahi NZTA (zoom)
Stephen Bowden	SDC
Stuart Knarston	NPDC (zoom)
Vincent Lim	STDC (zoom)
Vinuka Nanayakkara	Waka Kotahi NZTA (zoom)

Apologies Sarah Downs Waka Kotahi NZTA

1. Welcome and apologies

- Apologies were received from: Sarah Downs.

2. Minutes of last meeting on 5th April 2023

Matters arising:

- No matters arising.

The previous minutes of the RTAG meeting held on Wednesday 24 May 2023 were accepted as true and correct.

3. Draft GPS 2024

- Not available

- 4. NP's Integrated Transport Plan update** **Stuart Knarston** **NPDC**
- Now at the point of shortlisting of program for Integrated Transport Plan.
 - Meetings planned for 13 July and 27 July with project team. Focus on three future scenarios for transport modelling - liveability, reducing emissions, growth around centres connected by arterials, a cycling option has been added to each.
 - By the end of this month they expect to finalise preferred options shortlist. Noted very tight time frame.
 - They have had a high level councillor workshop, Sarah D from Waka Kotahi in attendance.
 - Once the short list is completed, they will present back to council for approval then out to the public in August 2023.
 - NPDC has two elected members on the project team; Deputy Mayor, Dave Bublitz and Cr Harry Duynhoven, current NPDC rep on RTC.
 - They also have a comm's person on board for focus on public engagement.
- 5. NP's Transport Choices update** **Rui Leitao** **NPDC**
- The elected members' workshop is meeting at 1:00 pm today.
 - Program 1 – SH45 Devon Street West to town. Will have a “fly-over” 3D presentation of the project.
 - Due to catch up with Nigel Hurley next week regarding asset maintenance.
 - Steve Bowden questioned how they were going for sign off? Still in implementation phase so will be very tight for time. Lead time for materials is key concern.
- 6. SDC's Transport Choices update** **Steve Bowden** **SDC**
- Pre-implementation for Transport Choices has been approved by Waka Kotahi. Andrew Bell is the regional contact for this project.
 - The Transport Choices team at Waka Kotahi have requested a monthly update report on the progress of the project. This report comprises of 15 questions, including our assessment of where we sit in relation to that particular question, eg “*is your project/programme on track?*” Our response is based on the traffic light system of Green, Amber or Red and we can qualify the response with commentary if needed.
 - One of the “risks” we identified in the monthly report is time. This project has to be completed by 30 June 2024 but we are being slowed down by Waka Kotahi processes.
 - We will have to bend the procurement rules to meet this very tight timeline. We do not have time to go through the traditional procurement processes of tendering and award, this assumes there are contractors available to undertake the physical works. Everybody is busy, so there is a genuine labour shortage.
 - SDC are up against four main issues

- Time
- Resources
- Lead time for equipment and materials
- Push back from the community
- Question to Waka Kotahi as to whether there will be possible rolling over of funds for this work to next period? Shawn Scott replied that he has not heard anything in this regard. They are trying to get sorted to get funds flowing. Vinuka Nanayakkara advised that Transport Choices funding came from Central Government.
- As of Friday 7 July, SDC now has to provide an implementation schedule before they get sign off to proceed. SDC are effectively bank rolling projects to at least get some materials sorted.
- Could come to a point where SDC will need to make a call to stop the project, if they don't get the green light and funds to proceed before they run out of time to secure materials and equipment. Lack of time not helped by earlier proposal that Government would bulk purchase key materials not proceeding.

7. Better Travel Choices for Taranaki strategy (BTCS) update **Fiona R / Cheryl G**

- On track. Initial internal draft to be provided today.
- Next stakeholder workshop on 3 August.
- Full content draft due 30 August, ready for councillor workshop on 6 September, with TRC and RTC.
- 11 September Executive, Audit and Risk Committee meeting will consider releasing for consultation, which is scheduled to run from 18 September to end October 2023.
- Key aspect of the BTCS will be potential changes to public transport services.

8. Regional Speed Management Plan 2024 update **Fiona Ritson** **TRC**

- At the last working group meeting it was agreed to shorten the consultation period from 8 weeks to 6 weeks, at the request of the districts. So now to finish at end of October rather than mid-November.
- One regional overview GIS map being generated to show all the DC proposed speed changes. Public will be able to zoom into an area, click onto a point of interest and make a comment directly through the respective council's web survey. No time delay or double-handling of submissions.
- Next working group meeting set down for 13 July.
- Two targeted workshops being held:
 - 24 July – RCAs are workshopping with emergency services
 - September (date TBC) – Freight forum
- Awaiting formal response to the extension request from 29 March to 30 June 2024.
- Roll out is expected to take 3 years. Sequence and timing is dependent on each council.

9. State Highway Investment Proposal update - Vinuka N/ Shawn S Waka Kotahi

- Working on the draft SHIP but with no GPS or IPM it is very challenging. Also working on the Low Cost Low Risk draft program. WK has put in “placeholders” until GPS information is available.
- Vinuka will share what he can by email with RTAG members to get their feedback on program developed to date. Expects to have a better idea of what information he can share before the next RATG meeting.
- SIP projects are separate.
- Shawn questioned whether the budget for bus shelters was going to be used before the end of the current NLTP.
 - TRC – yes, planned to be done.
 - STDC – also working on this.

10. Regional Land Transport Plan 2024

Fiona Ritson TRC

- Discussion centred on draft guidance currently being prepared by WK on how to integrate NLTF and direct Crown funding into RLTPs. This noted -
The strategic context for investment in land transport is changing and becoming increasingly complex. Transformational change, supported by targeted investment is needed to meet government commitments to reduce emissions, build resilience to climate change and keep people safe. But NLTF and local government resources are already largely committed to maintaining existing networks and minimum levels of service (and more funding is needed to even achieve this). This means there is increasing reliance on direct Crown funding to support additional maintenance and transformational change. GPS24 is likely to acknowledge this, and provide a view across all funding sources, not just the NLTF. It is expected that GPS24 will also clarify expectations between investment decisions and the Emissions Reduction Plan (ERP) and the National Adaptation Plan (NAP).
- Current suggestion from WK is that RLTPs:
 - Include a table “activities for future consideration’ which outlines activities that seek funding outside of the NLTF.
 - That this table is included as an Appendix to the RLTP to distinguish these activities from those that are being considered for NLTF funding.
 - That the activities in this table are prioritised by regional importance over a 6-year time horizon (i.e. NLTP 2024-27 and NLTP 2027-30) and be irrespective of likely funding source.
- The Group was advised to start pulling together activities to populate such a table, which is essentially a more detailed and prioritised version of the table of the same name in the current RLTP. Taranaki’s approach is being recommended nationally.

11. Communications & engagement preparation

Fiona Ritson TRC

- General update on the work underway between the four councils around communications on the range of transport engagements – collaborating and streamlining wherever possible.

12. General Business

Chair

No general business.

13. Next meeting

The next meeting is scheduled for 10.00am Wed 16 August 2023.

To be chaired by Cheryl Gazley TRC.

The meeting closed at 11.05 am.

Acronyms commonly used in RTAG meetings

Acronym	Meaning
AC	Activity Class
AMP	Asset or Activity Management Plan
BC	Business Case
BTCS	Better Travel Choices Strategy for Taranaki
DC	District council
DSI	Deaths and Serious Injuries
ERP	Emissions Reduction Plan
GPS	Government Policy Statement on Land Transport
IDMF	NZTA's Investment Decision Making Framework
ILM	Investment Logic Mapping
LOS	Levels of Service
LTP	Long Term Plan
LTV	Long Term View (Waka Kotahi document)
NOC	Network Outcomes Contract
NOF/NOP	Network Operating Framework/Networking Operating Plan
NPDC	New Plymouth District Council
NZTA	Waka Kotahi NZ Transport Agency
ONF	One Network Framework
ONRC	One Network Roading Classification
POE	Point of Entry (initiation of a business case)
R2Z	Road to Zero - NZ's Road Safety Strategy 2020-2030
RAMM	Road Assessment and Maintenance Management database
RCA	Road Controlling Authority
RLTP	Regional Land Transport Plan
RSMP	Regional Speed Management 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 (regional sector of LGNZ)
SIP	Speed and Infrastructure Programme
SMP	Speed Management Plan
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
TEFAR	Targeted Enhanced Financial Assistance Rate
TIO	Transport Investment Online
TP	Transport Programme
TRC	Taranaki Regional Council
TSIG	Transport Special Interest Group
VKT	Vehicle Kilometres Travelled

Taranaki Regional Transport Advisory Group (RTAG) Meeting

MINUTES

Date Wednesday 16 August 2023, 10am

Venue Taranaki Regional Council and via Zoom

Present

Adrienne Duffy	Waka Kotahi NZTA (zoom)
Aydan Chatterton	Waka Kotahi NZTA (zoom)
Bill Clough	TRC
Cheryl Gazley	TRC (Chairing)
Chris Nally	Waka Kotahi NZTA (zoom)
Fiona Ritson	TRC
Nick Dawe	STDC
Richard Ashman	Waka Kotahi NZTA (zoom)
Stephen Bowden	SDC
Stuart Knarston	NPDC
Vincent Lim	STDC
Vinuka Nanayakkara	Waka Kotahi NZTA (zoom)

Apologies

Rui Leitao	NPDC
Nigel Hurley	Waka Kotahi NZTA
Shawn Scott	Waka Kotahi NZTA (sick)

1. Welcome and apologies

- Apologies accepted.

2. Weir Bros. report

- Report acknowledged as received. Callum unable to zoom in due to poor signal in South Island location.

3. Minutes of last meeting on 12 July 2023

- Confirmed as correct.
- No matters arising.

4. Developing the Better Travel Choices for Taranaki strategy (BTCS) Fiona R TRC

- Three key components to BTCS - mode shift, public transport plan, active travel strategy.
- Consultants continuing to work on draft documents, aim to get out to the Project Working Group for review by the end of this week.
- Timeframes remain tight.
 - a. 6 Sep RTC/TRC combined workshop
 - b. 11 Sep TRC's Executive, Audit and Risk Committee for approval of draft
 - c. 18 Sep out for consultation

5. Waka Kotahi updates

Vinuka Nanayakkara

Waka Kotahi NZTA

- Draft GPS due out Thursday 17 Aug
- Feedback required within 4 weeks
- Draft SHIP list discussed last RTAG now available to share for feedback. Distribution will be post meeting via TRC Transport Coordinator.
- SHIP committed and approved activities
 1. Healthy and Safe People
 2. Inclusive Access
 3. Low Cost Low Risk
- New activities – slide list available
 1. SH45 - NP to Okato SIP
 2. SH45 – Mania to Hawera SIP
 3. LCLR Programme (Environmental; Walking and Cycling)

Richard Ashman

Waka Kotahi NZTA

- Continuous improvement program needed in by the end of August.
- Training is available on some TIO modules;
 - Friday – AMP
 - Monday – PT
 - Also videos on TIO
- Resilience Projects
\$20m per year available for next 7 years. Including 2023/24.
Work category 357, covers drainage etc. Possibility it may cover logging truck damage to roads. Suggest to get requests in to see if they qualify.

Chris Nally

Waka Kotahi NZTA

- Mt Messenger
Pest control working very well with good outcomes reported.
Big season ahead. Aiming to keep heavy traffic vehicles off the old highway as much as possible.
- Waitara to Bell Block
Princess Street intersection is on schedule, including the underpass work, and is expected to be finished this season.
Now using flexible traffic management with traffic control over key areas being worked, rather than over the whole intersection.
- SH3 South – NP to Egmont
Work is ready to start soon on Junction Road intersection.
Mangorei Road roundabout will now be later in the season.
Accelerated Works. Wire barrier work underway soon. Panel of construction operators now set up. Work to include 3-4km section as initial test.

SH43 Kahouri bridge replacement, Stratford. The old bridge will remain for use for walking and cycling.
- SH43 – Lot of LRLC work
Small work like retaining walls and culverts to be done.
Tangarakau Gorge. Plan to complete remaining sealing work this season now. Previously programed to be done over two seasons. Has been a challenge obtaining resources for the project.

Road seal width same as standard road; 3.5m either side of centre line, narrowing in places but keeping in nature with rest of the route.

Aydan Chatterton

Waka Kotahi NZTA

- Speed Management Plan
Need to get speed changes into RLTP. Cover 10 year view.
Road to Zero category covers signage as well.
Aydan will send out a spreadsheet to copy/paste into TIO.

6. Development of Regional Land Transport Plan 2024 Fiona Ritson TRC

- This is a mid-term review. Not planning to make major changes to strategic front sections – mainly strengthen aspects of maintenance, resilience and VKT reduction. A draft of the current strategic framework with suggested changes for discussion was provided in the agenda and reviewed with the Group in the meeting. The majority of proposed amendments were approved. Though the suggestion to include alternative routes within Policy R2, “Protect routes with lifeline functions, and provide feasible alternative routes where possible” was declined by RCAs as being unachievable within current financial constraints.
- A Process Timelines – for the remainder of the RLTP development was provided and discussed – no issues raised. It was noted that there is contingency built in, in case the RLTP deadline is extended from 30 April to 30 June 2024.
- B Drafting an expanded, strengthened and prioritised regional ‘wish list’
 - A draft template for Activities for Future Consideration was provided and discussed. Not yet known what information will be required by Waka Kotahi in TIO and whether prioritisation is expected. Fiona will send out the template in Excel for AOs to start inputting their “wish list” activities.
- C – Reviewing ‘significance’ definitions – Table 1. Difficult to review these until more guidance is provided nationally on the expanded role of the RLTP. Request councils review against their own policy and provide feedback to FR, but will need to bring back revisions when more information is available, hopefully before the next RTAG.

7. Council updates

- Stratford DC Vincent Lim
 - Nothing additional to the report already tabled.
- South Taranaki DC Steve Bowden
 - Nothing additional to the report already tabled.
- New Plymouth DC Stuart Knarston
 - The engagement on Transport Choices (e.g. protected cycle lanes and improved pedestrian facilities on 3 key routes) is underway until 21 August. A number of drop-ins at schools are being held, main concerns seem to be about loss of parking around local shops and in-lane bus stops. However, others support the concept for safer cycling and walking, especially around schools. A report on the feedback will go to Council in September.

- Consultation for the Integrated Transport Framework will be out soon for online viewing. Will be open for two weeks only.
- Taranaki Regional Council Cheryl Gazley
 - Nothing additional to the report already tabled.

8. Regional Speed Management Plan 2024 update Fiona Ritson TRC

- Approval to extend the deadline received, now required to be submitted to the Director of Land Transport for certification of the Plan before end of June 2024.
- FENZ and St John participated in a Speed Management workshop of councils with Emergency Services on 24 July, and noted their appreciation for being involved. The local FENZ and St John representatives were supportive of the changes proposed and no concerns were raised. It is known that there are discussions happening between Waka Kotahi and these organisations at the national level, but these are not necessarily filtering down to the regional/local level. Fiona R thanked WK for their input at the Emergency Services workshop.
- TRC are leading the comms for the RSMP, with all four councils contributing to costs.
- Good meetings have been held by the district councils with Māori at hapū and marae level. Legally it is appropriate that discussions are held with Marae Trusts as the landowners, though iwi authorities should be made aware that these conversations are occurring. Recommendation made by WK that all contact should be recorded in writing to be able to stand up at any later stage.

9. RTC on Wednesday 6 September Fiona Ritson TRC

- Reminder that the next RTC meeting is at 10.30am Wed 6 September. Agenda items need to be provided by Friday 25 August. A list of anticipated items was outlined.

10. General Business Chair

- Draft 2024 calendar - it was noted that RTC meetings are being changed to Thursday afternoons in 2024. The Group were happy to likewise change RTAG meeting dates to Thursdays, though these can remain in the morning.
- TRC, Cheryl G, offered to chair future RTAG meeting, as they were run pre-COVID - agreed by all.
- Steve B advised SDC in process of finalising their SMP. Going to council 12 Sep.
- With Vinuka N now on-board for WK, question asked if Sarah Downs could be removed from RTAG member list - agreed by WK members present.

11. Next meeting

The next meeting is scheduled for 10.00am Wed 11 October 2023.
To be chaired by Cheryl Gazley, TRC.

The meeting closed at 12.12 pm.

Acronyms commonly used in RTAG meetings

Acronym	Meaning
AC	Activity Class
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TRC	Taranaki Regional Council
TSIG	Transport Special Interest Group
VKT	Vehicle Kilometres Travelled



Date: 6 September 2023

Subject: **Participation of Advisory Members (Non-voting) on the Regional Transport Committee**

Approved by: S J Ruru, Chief Executive

Document: 3183468

Purpose

1. The purpose of this memorandum is to discuss and make a recommendation to the Taranaki Regional Council (TRC) on Participation of Advisory Members (non-voting) on the Regional Transport Committee (RTC) and/or Regional Transport Advisory Group (RTAG).

Executive summary

2. Section 105 of the *Land Transport Management Act 2003 (LTMA)* dictates that the Regional Transport Committee consists of 2 representatives from the regional council, 1 representative from each of the territorial authorities in the region and 1 representative from Waka Kotahi. Each of these members have full speaking and voting rights.
3. The RTAG are a working group of technical transport officers from various organisations which, as requested by the Committee, provide advice on matters relating to the Regional Land Transport Plan (RLTP) and Regional Speed Management Plan (RSMP) for the region. They will also provide general technical advice or assistance to the Committee when requested.
4. As outlined in the Terms of Reference for the RTC, the RTAG is administered by the Taranaki Regional Council (TRC) and consists of representatives from the TRC, New Plymouth District Council, Stratford District Council, South Taranaki District Council, Waka Kotahi and any other organisations/individuals invited to participate and advise the RTC on technical matters relating to the Committee's Terms of Reference
5. Developing a position and direction on the participation of Advisory Members will ensure consensus on who should be attending the RTC and/or RTAG meetings and provide those advisory members with clarity on their roles and rights within the relevant committee.

Recommendations

That the Taranaki Regional Council:

- a) receives the *Participation of Advisory Members (Non-voting) on the Regional Transport Committee* memorandum
- b) notes and considers the options available for the inclusion of Advisory Members (non-voting) at either the RTC or RTAG meetings
- c) selects and approves the option for the inclusion of Advisory Members (non-voting) being:
 - Option A: identify and appoint Advisory Members (non-voting) to the RTC
 - Option B: identify and recommend Advisory Members (non-voting) to attend RTAG meetings if necessary and as required.
 - Option C: not to appoint representatives from any transport stakeholder groups and allow them to attend meetings as members of the public and be given speaking rights as outlined by the Standing Orders (e.g. Deputation to the Committee or approval to speak by the Committee Chair).
- d) notes that Advisory Members will have speaking rights at meetings but no voting rights and notes that any other stakeholders only have the speaking rights permitted under Standing Orders.
- e) determines that this decision be recognised as not significant in terms of section 76 of the *Local Government Act 2002*
- f) determines that it has complied with the decision-making provisions of the *Local Government Act 2002* to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determines that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Background

6. The RTC plays a critical role in the planning and preparation of the regional land transport programmes and provide valuable strategic advice to the TRC on the RLTP and RSMP for our region.
7. Until the amendment of the *Land Transport Management Act 2003 (LTMA)* in 2013, regional transport committees were required to have advisory members representing specific transport objectives, although these members did not have voting rights on matters relating to the regional land transport programmes.
8. Following the amendment to the *LTMA* in June 2013 the prescribed membership for the RTC is as it currently stands.
9. Many councils elected to continue the practice of having advisors to the committee to represent various transport sectors or modes. While the Taranaki RTC has extended invitations to attend meetings, these attendees have no formal speaking rights unless invited to do so by the Chair of the Committee.
10. The RTC plays an important role in providing advocacy on the strategic regional and inter-regional transport matters to central government and other stakeholders as appropriate. They plan and promote the establishment of an affordable, integrated, responsive, safe and sustainable land transport system for the Taranaki region.
11. The RTAG have an important role to play in translating the strategic priorities of the RTC into corresponding activities.

Issues

12. The *LTMA* prescribes full speaking and voting members but provides no clear instruction on the inclusion of non-voting advisory members who may be able to provide advice on the strategic and planning matters the RTC are considering.
13. Formal appointment of non-voting advisory members by the Council will provide clarity on the rights of these representatives that have been invited to attend RTC and/or RTAG meetings.

Discussion

14. Requests have been made by members of this committee, and the RTAG, for individual and/or group stakeholders that may be able to provide advisory support to the committee, to be invited to attend RTC meetings. This includes representatives from New Zealand Police, the Automobile Association (AA), KiwiRail and National Road Carriers among others.
15. The Waikato Regional Transport Committee include a representative (and alternate) from KiwiRail in a non-voting capacity.
16. The Hawkes Bay Regional Transport Committee include representatives from Te Whatu Ora, AA, Port of Napier, Hawkes Bay Airport, Hawkes Bay Regional Council Māori Committee, Road Transport Association NZ and Hawkes Bay Regional Active Transport Committee.
17. Horizons Regional Council include a representative from Road Users, NZ Police, KiwiRail, Active Transport and Road Transport Association.
18. Based on the review of neighbouring regional transport committees, there is a clear consensus on the value that KiwiRail can contribute to the strategic and planning matters of any RTC.
19. If it agrees, the Committee needs to determine the groups that it would see benefit from being in an advisory role and proceed to appoint them to the RTC.

Options

20. Option A: identify and appoint Advisory Members (non-voting) to the RTC
21. Option B: identify and recommend Advisory Members (non-voting) to attend RTAG meetings as required.
22. Option C: not to appoint representatives from any transport stakeholder groups and allow them to attend meetings as members of the public and given speaking rights as outlined by the Standing Orders (e.g. Deputation to the Committee or approval to speak by the Committee Chair).

Significance

23. The Council is being asked to consider the appointment of the Advisory Members (non-voting) to either the RTC or RTAG. A decision in accordance with the recommendation is assessed as not significant under the Council's *Significance and Engagement Policy*.

Financial considerations—LTP/Annual Plan

24. 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

25. 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

26. 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.

Community considerations

27. 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

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



Date 6 September 2023

Subject: **Correspondence and Information Items**

Approved by: S J Ruru, Chief Executive

Document: 3201003

Purpose

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

Recommendations

That the Taranaki Regional Council:

- a) receives and notes for information purposes the release of a Aotearoa New Zealand Freight and Supply Chain Strategy
- b) agrees that the Ministry of Transport is invited to present to the Committee on the national Freight and Supply Chain Strategy with a focus on the role of the Taranaki region
- c) receives and notes for information purposes the correspondence received from the New Zealand Automobile Association regarding road maintenance funding.

Release of New Zealand Freight and Supply Chain Strategy

2. The Ministry of Transport has led the development of the [Aotearoa New Zealand Freight and Supply Chain Strategy](#), which provides long-term strategic direction for the country's freight and supply chain system. This has been in development for some time, and has included direct engagement with many stakeholders as well as public consultation on an issues paper between April-June 2022 (the Council did not submit). The strategy is the first national freight strategy ever created for the country and was released on 18 August 2023. The official overview document is attached.
3. It is suggested that the Ministry of Transport is invited to present on this new strategy to the next Committee meeting on 7 December 2023, with particular focus on the role of the Taranaki region.

Correspondence from NZ Automobile Association

4. Correspondence from the Taranaki District of the NZ Automobile Association was received on 7 July 2023 (attached). The letter focuses on the Association's concerns

about road maintenance underfunding, and seeks support from the Committee in advocating for increased road maintenance funding in the (then yet to be released) draft *Government Policy Statement on Land Transport 2024*.

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 *Land Transport Management Act 2003*, the *Land Transport Act 1998*, 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 3199847: [Aotearoa Freight and Supply Chain Strategy Overview A3](#)

Document 3201652: [Automobile Association comments on upcoming GPS2024](#)



Aotearoa New Zealand Freight and Supply Chain Strategy – Overview

June 2023

30-year horizon



Aotearoa is facing strategic challenges to our supply chains

System outcomes: what should our supply chain system look like?

- ZERO EMISSIONS**
New Zealand's supply chains are underpinned by zero emissions freight transport.
- RESILIENCE**
We are resilient, reliable, and prepared for potential disruption.
- PRODUCTIVITY & EFFICIENCY**
Our freight sector is highly productive and efficient.
- SAFETY AND SUSTAINABILITY**
Our freight transport system upholds safety and environmental sustainability.

To position New Zealand for the future and achieve our outcomes these principles need to underpin our actions

- NATIONAL INTEREST**
We will identify, protect, and strengthen the parts of the freight and supply chain system that are critical to New Zealand's national interest.
- SYSTEM STEWARDSHIP**
The Ministry of Transport will be a steward of the freight and supply chain system.
- PARTNERSHIP**
Those involved in the freight and supply chain system will work together for the benefit of New Zealand.

10-year horizon



Strategic goals

Over the next ten years our priority will be achieving these goals in line with our outcomes and principles.

INFRASTRUCTURE AND GOVERNMENT SYSTEMS

1. We are protecting, decarbonising, & optimising nationally significant freight routes & infrastructure.
2. There is a sophisticated, robust, & transparent base of evidence to support decision making in the freight system.
3. We have reliable & adaptive long-term plans for key parts of our freight system.

ENABLING THE SECTOR

4. Government policy enables the sector to accelerate emissions reduction and build long-term resilience.
5. The sector leads change in areas of common interest independently or with government support.
6. The value & function of the freight system is understood across the government and by the public.

INTERNATIONAL CONNECTIONS

7. We have reliable, resilient, competitive, & efficient international shipping & airfreight services.
8. Government & the sector are aware of global supply chain threats & opportunities & are ready to respond & adapt.
9. New Zealand reduces its international freight emissions in line with its international commitments.

3-year horizon



Focus areas

Our three year horizon will focus on four high priority areas. We are making a limited set of initial commitments in each of these areas and intend to expand on these commitments as resources allow.

PORTS AND THE CONNECTIONS TO THEIR COMMUNITIES

- About 99% of traded goods by weight flow through our ports. We need to ensure they are resilient to long-term threats and highly productive to support our economic prosperity.
- We will analyse the spatial connections of our ports to help us strengthen our critical freight corridors. We will also undertake analysis of alternative port models.

ROAD FREIGHT DECARBONISATION

- Road freight is responsible for almost a quarter of transport emissions, while rail and coastal shipping are much lower emissions modes of transport. This makes road freight a priority to decarbonise first.
- Initial work will focus on progressing priorities to accelerate the transition to zero emissions heavy vehicles. We will also continue to work on the implementation of the rail plan, and policies to support coastal shipping.

DATA SHARING AND INTEROPERABILITY

- A more sophisticated evidence base will support a better understanding of the freight and supply chain system and improved investment decision making.
- We will identify and invest in freight data needs based on priorities of different public and private sector stakeholders. This could be supported by a partnership with the sector to support mutual data sharing.

INTERNATIONAL ENGAGEMENT

- The COVID-19 supply chain disruptions have demonstrated vulnerabilities in our international freight connections. We need to be better prepared for future disruption and play our part in decarbonising international freight.
- We will maintain collaboration with international partners to prepare for disruption to freight networks and support the establishment of green shipping corridors.



Collaborative implementation approach

Across all these areas we will work with the sector to find the most impactful ways we can collaborate and partner on both strategic direction and progressing specific initiatives. This could include establishing ongoing working groups, partnering on shared projects or supporting industry to progress sector led initiatives.





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7th July 2023

Chair Regional Transport Committee
Charlotte Littlewood
charlotte.littlewood@trc.govt.nz

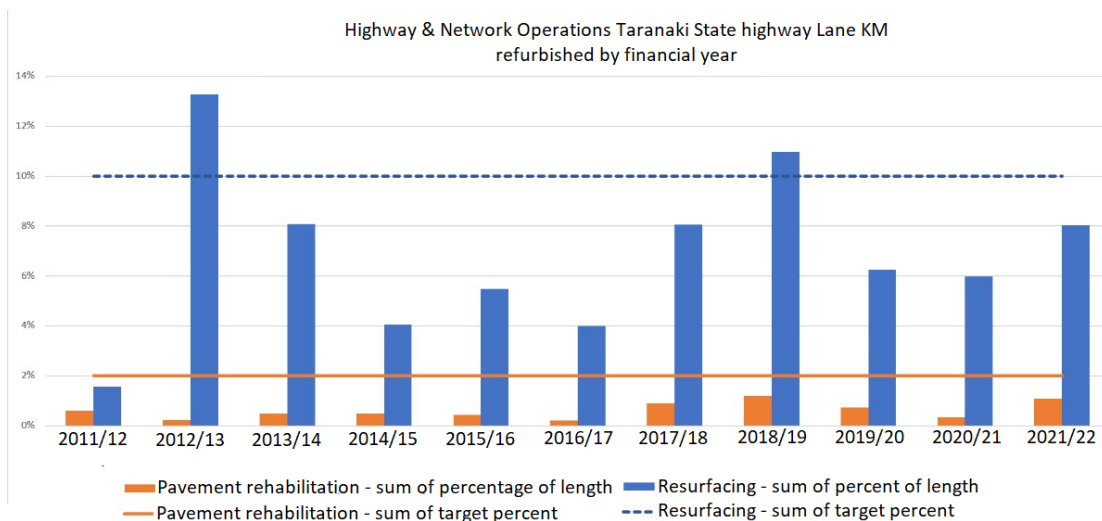
Dear Chair Littlewood,

The Ministry of Transport will soon release a draft of the Government Policy Statement on land transport 2024 (GPS 2024) for consultation. While we expect GPS 2024 will contain many worthy goals, the New Zealand Automobile Association (NZAA) considers the proper maintenance of New Zealand’s roads a top priority.

Over the last decade, Taranaki’s state highway road maintenance has been underfunded as evidenced by the poor state of our roads. The AA plans to submit to GPS 2024 to advocate for an ongoing, fully funded road maintenance budget to restore our roads to a good condition. The purpose of my letter to you is to hope that you will submit to GPS 2024 for a fully funded road maintenance budget. I do so while noting our local councils also recognise that there has been underfunding of road maintenance.

Despite a boost in road maintenance funding two years ago New Zealand (and Taranaki in particular) has fallen behind in the maintenance of its roads. Extensive Member and public surveys by NZAA have confirmed that road quality is consistently the number one roading concern. The quality of the road surface impacts road safety, travel reliability, vehicle breakdown and repair, and passenger comfort.

Highways in Taranaki (as in other regions) are maintained through a contract administered by Waka Kotahi. The graph below shows that Waka Kotahi state highway resurfacing and road foundation targets in our region have consistently been missed over the last decade.



Underfunding has led to missed targets which in turn have led to pavement deterioration.

The issue of road maintenance underfunding is not new. NZAA called for better funding of maintenance ahead of the 2020 general election. However, as the graph shows, funding deficiencies go back much further. NZAA conservatively estimates that Taranaki's state highways have an accumulated \$24M backlog of pavement rehabilitation and resurfacing due to underfunding.

The impact of poor road maintenance varies from annoyance to a serious safety threat. Potholes are the most obvious consequence of poor maintenance and can cause damage to vehicle tyres or rims and create dangerous situations when drivers swerve to avoid them. Road surfaces must be kept in good order to provide good traction (which reduces the risk of losing control and skidding) and reliable braking. Deferred maintenance will also have significant financial implications in the future as the work needed will snowball into even more costly repairs down the track.

Roads are an important part of New Zealanders' social and economic well-being, yet they have been allowed to deteriorate to unacceptable levels. Roads also act as a shopfront for regions and can have an emotional impact on the way people see the place they live in - they are less likely to have a positive view of their area if they are driving over neglected roads every day.

We know these issues have not gone unnoticed within our region, and other regions in New Zealand share the same concerns.

We have conservatively calculated that Taranaki's state highways require three-year budgets of \$12M for pavement rehabilitation and \$15M for resurfacing.

These budgets will allow Waka Kotahi to meet annual targets for pavement and surface maintenance and renewals. However, they won't address the \$24M backlog of work. Therefore we recommend an additional \$24M budget be provided within the next three-year period to clear the pavement maintenance backlog.

My letter explains NZAA's concerns about state highway maintenance underfunding because these roads are the region's road arteries. However we are also concerned that local road maintenance should also be fully funded, and we would be very concerned if their road maintenance funding was to be reduced.

With the draft Government Policy Statement on land transport set to be released for consultation very soon NZAA hopes you will be a strong voice in urging the central Government to improve maintenance funding within your constituency.

I'd be happy to discuss this issue with you further.

Kind regards,



John Maxwell
Chairperson
NZAA Taranaki District Council



Date: 6 September 2023

Subject: **Regional Land Transport Plan Review**

Approved by: S J Ruru, Chief Executive

Document: 3200976

Purpose

1. The purpose of this memorandum is to provide an update on the mid-term review of the Regional Land Transport Plan and present a revised strategic framework for consideration.

Executive summary

2. Work is progressing on the mid-term review of the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* (RLTP). This includes continued development of key feeder workstreams like the Better Travel Choices strategy, the districts' speed management plans and New Plymouth's Integrated Transport Framework.
3. Some minor amendments are recommended to the strategic framework of the RLTP to reflect preparatory work already undertaken and changes in national policy. This revised framework will guide organisations' while preparing their draft programmes of transport activities to put forward into the RLTP.
4. An overview is provided of the *draft Government Policy Statement on Land Transport 2024*, (GPS 2024) which was released for public consultation on 17 August 2023, and a high-level submission suggested.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum titled, *Regional Land Transport Plan review*
- b) receives and approves, subject to any changes requested by the Committee, the proposed amendments to the guiding strategic framework of the *Regional Land Transport Plan for Taranaki 2021/22-2026/27*
- c) notes the range of documents guiding the proposed amendments
- d) endorses the approach for a high-level submission, covering those points contained in this memo, on the *draft Government Policy Statement on Land Transport 2024* to be prepared on behalf of the Regional Transport Committee for submission by the due date of 15 September 2023

- e) notes the planned process timeline for completing the mid-term review of the *Regional Land Transport Plan for Taranaki 2021/22-2026/27*
- f) determines that this decision be recognised as not significant in terms of section 76 of the *Local Government Act 2002*
- g) determines that it has complied with the decision-making provisions of the *Local Government Act 2002* to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determines that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Background

5. The current RLTP, *Regional Land Transport Plan for Taranaki 2021/22-2026/27*, which was prepared in 2020/21 and has been in effect since 1 July 2021, continues to be operative through to 30 June 2024. In addition to processing any requests to vary the current Plan, the Committee monitors implementation of the Plan through update reports received at meetings from Approved Organisations (AOs).
6. The mid-term review of the RLTP 2021 is a core workstream from now through to 30 April 2024, when it is due to be lodged with Waka Kotahi. Work is progressing on this mid-term review, both in direct review of RLTP sections and in continued development of feeder workstreams like the Better Travel Choices Strategy, New Plymouth's Integrated Transport Framework and the districts' speed management plans.

Reviewing the strategic framework of the RLTP

7. The strategic framework of the RLTP guides the investment requests that are put forward by AO's in their proposed programmes of transport activities for the corresponding three years. Each AO is in the process of drafting their respective transport programme for the July 2024 to June 2027 period, which they will be refining over the coming months.
8. As the Committee is aware, there are increasing national expectations to apply a stronger climate change lens to transport matters. Community aspirations provided through recent engagement feedback also desire the application of a stronger climate change lens – focusing both in resilience of networks and in reducing transport emissions.
9. In light of these changing expectations, the RTAG have reviewed the strategic framework of the current RLTP and are proposing some minor amendments be made for RLTP 2024. These revisions have been informed by:
 - national policy changes including the Emissions Reduction Plan
 - the new Investment Logic Mapping undertaken with stakeholders in late 2022 – a summary diagram is attached (Attachment 1)
 - public engagement on regional transport undertaken in March-April 2023 – a summary report of the feedback is provided (Attachment 2)
 - Waka Kotahi's revised *Arataki 30-year Regional Direction Taranaki* produced in March 2023 (Attachment 3)
 - the draft GPS 2024 – refer to later in memorandum.

10. Attached for the Committee's consideration (Attachment 4) are suggested changes to Sections 4 and 5 of RLTP2021, with the corresponding issues from Section 2.6 incorporated also. In brief, the amendments:
- elevate the need for greater maintenance to ensure reliable connectivity, including building back better wherever possible (not the traditional replacing of like with like as it will not meet the increased demands of a changing climate)
 - strengthen climate change aspects of community connectivity resilience, and reducing transport emissions through a focus on providing alternative travel options to decrease vehicle kilometres travelled
 - elevate the need for travel demand management and mode shift away from private motor vehicles, including through improved provision of public transport services and infrastructure
 - broaden road safety language to 'high-risk locations', that may be site specific (e.g. an intersection) or area based (e.g. around a school or marae).

Other aspects needing specific review

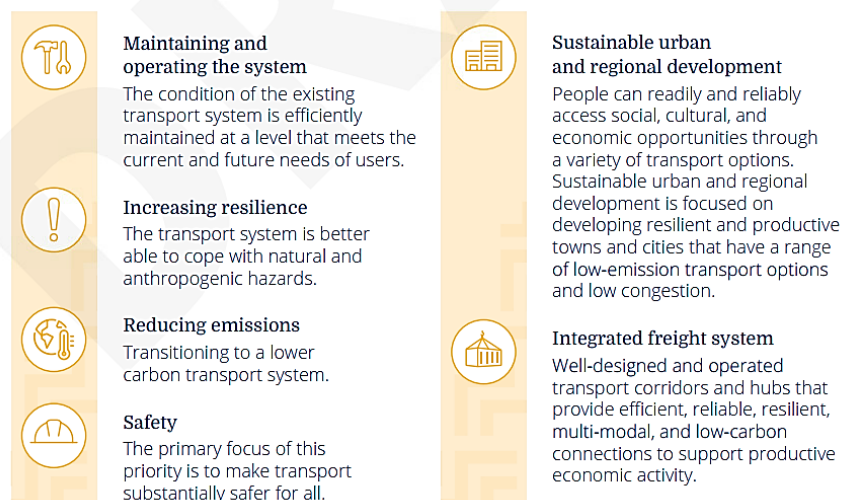
11. It was intended that other aspects of the RLTP 2024 would be able to be brought to the Committee for consideration at this meeting, including revised Significance Policies to better support accessing funds other than the NLTF. This was heavily reliant on greater national direction being provided to the sector, dominantly through an earlier release of the GPS than has eventuated. These other aspects will therefore need to be considered at the December 2023 meeting instead.

Release of draft GPS 2024

12. Every three-years the Government releases a *Government Policy Statement on Land Transport* (GPS), which sets out the government's priorities for expenditure from the National Land Transport Fund over a 10-year period. The GPS guides Waka Kotahi and local government on the activities that should be included in RLTPs and the National Land Transport Programme (NLTP).
13. The RLTP is the key document guiding decisions around land transport activities in the region and requesting national funding assistance to undertake them. To do this, the RLTP must be consistent with the GPS for the corresponding period.
14. The [draft GPS 2024](#) was released by the Minister of Transport on Thursday 17 August 2023. The official *GPS 2024 At a Glance* is attached to this memorandum (Attachment 5), along with a slide deck from a Ministry of Transport presentation to a national meeting of RLTP Leads on 18 August 2023 (Attachment 6).
15. The draft GPS 2024 in summary:
- significant increase in funding, particularly around road maintenance and public transport infrastructure
 - it proposes a strengthened focus on maintaining assets and services and enhancing resilience, recognising recent flood and weather-related recovery efforts.
 - funding and Activity Classes:
 - It is proposed that significant additional Crown funding and financing will be injected into the NLTF over 2024/25–2026/27. Broadly facing a \$5b funding

gap, which is being addressed in a variety of ways including hypothecation from funds and a loan.

- it proposes a 41% increase in the Road Maintenance Activity Class ranges, and a 50% increase in the Public Transport Services Activity Class ranges. Noting that the percentage changes given for the funding of Activity Classes are based on midpoints of the bands – not on the actual spend.
 - the structure of Activity Classes largely follows on from GPS 2021, with the addition of one new activity class, 'Inter-regional public transport'. This is essentially setting aside funding for long-distance public transport (dominantly Te Huia and the Capital Connection) which will be key to reducing emissions in the long term. In addition, providing seed funding (mainly for business case development) for potential new services to come forward, be they extensions to existing services or new ones.
 - the Safety activity class was previously called Road to Zero. Funding for safety infrastructure and speed management has been reallocated from Road to Zero to the state highway and local road improvements activity classes. This will enable safety improvements to be delivered as part of the wider improvements programme.
 - the Climate Emergency Response Fund (CERF) contribution is being ring-fenced for the Walking and Cycling Activity Class.
- Strategic priorities:
 - Builds on the strategic priorities of GPS 2021, including supporting improved transport choices, improving safety, improving freight connections and reducing the impact of transport on our environment.



- the six strategic priorities are equally weighted, so will not have the overarching Climate Change focus originally presented through early engagement at the start of 2023.
- regional development has been elevated, so that the GPS no longer focuses solely on urban development.

- the Strategic Investment Programme (reflecting Roads of National Significance by another name) is new.
 - it sets out a series of projects the Government has identified as strategically important to Aotearoa New Zealand's transport system in the coming decades.
 - this Strategic Investment Programme sits inside the NLTF, so the funding for those projects is already within the Activity Class bands of the GPS (though it is not clear what years the implementation are assigned to). These projects have been recommended by the Government to Waka Kotahi for inclusion in the State Highway Investment Proposal. There is not a requirement/directive that these are included, but a clear steer as to what Government think should be. So, while funding has been assigned in the draft GPS against these suggestions, any decisions rest with the Waka Kotahi Board.
- 16. Consultation closes on 15 September 2023. Following consultation, the Ministry of Transport will use the feedback to provide advice to the Minister of Transport on the final GPS 2024. The final GPS comes into effect on 1 July 2024.
- 17. In addition to providing feedback on the draft GPS through national officer groups such as the RLTP Leads, it is recommended that staff prepare a high-level submission from the Committee, focussed on the following points:
 - congratulate on clarity of structure, content and readability of the document.
 - general support for the strategic priorities, which fit well with how most RLTPs are strategically drafted currently, including Taranaki's.
 - welcome the specific reference to regional development so that this important area is not forgotten with so much focus on Tier 1 and 2 urban centres.
 - strong support for the increased funding, particularly for maintenance, which is of key concern to the Committee. Though note that increased costs already being experienced will absorb much of the increase.
 - ongoing concern at the widening funding gap between available revenue in the traditional NLTF and what is required just to keep the base transport system going. Concern about the need for debt funding and question how that debt will be serviced, especially given the limited revenue streams for the NLTF.
 - supportive of the addition of a specific Activity Class for Inter-regional Public Transport. Having a specific framework for signalling/exploring new inter-regional services is positive, and a service between Hāwera and Whanganui may be explored through this.
 - question the very small amount of funding being allocated to coastal shipping.
 - ability to raise the local share continues to be an issue around the country. Remains a need to draw alternative sources of funding. The Future of Funding project has been underway for a long time and needs to be day-lighted and resolved.
- 18. Feedback is sought from the Committee on key points they wish to see included in a submission.

Better Travel Choices for Taranaki

19. As the Committee is aware, a key workstream feeding into development of the RLTP is the Council's development of a Better Travel Choices Strategy (BTCS). This is combining reviews of the existing *Regional Public Transport Plan for Taranaki* and the *Regional Walkways and Cycleways Strategy* with a stronger emissions reduction mode-shift focus.
20. Work is continuing at pace on preparing a draft for public consultation from 18 September to 29 October 2023, alongside the district councils' draft speed management plans. The draft BTCS will be considered for consultation release by the Council's Executive, Audit and Risk Committee on 11 September 2023.
21. A workshop with Taith Consulting is being held from 1pm on 6 September 2023 for members of both the RTC and TRC's Executive, Audit and Risk Committee to consider key aspects of the draft BTCS.

Next steps – key development dates for the Taranaki RLTP 2024

22. The planned process timeline for completion of the RLTP 2024 is as follows -

16 Aug 2023	RTAG meeting	Revising strategic framework, 'activities for future consideration' (wish list) table
31 Aug 2023	WK deadline	Initial continuous programme activities submitted in TIO
6 Sept 2023	RTC meeting	Consider revised strategic framework and significance policies for consideration
29 Sep 2023	WK deadline	Initial improvements and LCLR activities submitted in TIO
2 Oct 2023	RLTP deadline	RLTP coordinator will extract the first draft regional programme from TIO
11 Oct 2023	RTAG meeting	Consider first draft of regional programme, confirm significance policies, progress 'wish list' table
9 Nov 2023	RLTP deadline	RLTP coordinator will extract the second draft regional programme from TIO
15 Nov 2023	RTAG meeting	Consider draft first half of Plan, along with regionally significant activities, confirm prioritisation approach
7 Dec 2023	RTC meeting	Consider draft first half of Plan along with likely regionally significant activities
8 Dec 2023	WK deadline	Final continuous programme activities submitted in TIO
15 Dec 2023	RLTP deadline	Final TPs need to be submitted to TRC
25 Jan 2024	RTAG meeting	Consider draft RLTP for recommending to RTC
Early Feb 2024	RTC workshop	Workshopping the draft RLTP with RTC
8 Feb 2024	RTC meeting	Approve draft RLTP2024 for public consultation
16 Feb 2024	Consultation	Consultation from Friday 16 Feb to Friday 15 Mar 2024
24 Feb 2024	WK deadline	Final improvements and LCLR activities submitted in TIO
4 Apr 2024	RTAG meeting	Considering submissions and officer responses
18 Apr 2024	RTC meeting	Hearing of submissions and finalise/recommend to TRC
30 Apr 2024	TRC meeting ➤ Submit	TRC approve RLTP2024 for submission to Waka Kotahi Submit to Waka Kotahi via TIO and email
16 May 2024	RTAG meeting	Contingency if RLTP deadline extended – consider submissions
6 Jun 2024	RTC meeting	Contingency if RLTP deadline extended – recommend to TRC
25 Jun 2024	TRC meeting	Contingency if RLTP deadline extended – approve RLTP
30 Jun 2024	Submit	Contingency if RLTP deadline extended – submit to Waka Kotahi

Issues

23. The Committee is legislatively required to produce a reviewed RLTP every three years, and submit it to Waka Kotahi by a specified deadline. An important component of the RLTP is the strategic framework and investment priorities, which signal to AOs the type of activities that should be included in their transport programmes.

Options

24. Set out below are the options available to the Committee.

Option 1 – not supporting amendments to the RLTP’s strategic framework

25. The Committee could choose not to support amending the guiding strategic framework for the RLTP, in which case the framework would remain as it is in the current RLTP. The unchanged framework may be considered by Waka Kotahi as being insufficiently aligned with current national policy including the GPS 2024 (with which the RLTP must be consistent). Any misalignment risks requested funding being declined, as proposed activities do not meet the strategic priorities that the Government has set for use of national funds.

Option 2 – supporting amendments to the RLTP’s strategic framework

26. Supporting the amendments proposed by the RTAG to the RLTP’s guiding strategic framework ensures that the RLTP is fit for purpose in guiding investment in Taranaki’s land transport system, including well-positioning activities for funding support.
27. Option 2 is considered the most appropriate option as it ensures that the RLTP is current with both national policy directives and community feedback, which best guides the AOs and the Committee as it prepares the programme components of the Plan.

Significance

28. Under the TRC’s Significance and Engagement Policy, the decision to amend the RLTP strategic framework is not significant. Accordingly, it does not require further consideration under the Significance and Engagement policy. However, full engagement on the draft RLTP, including any changes to the strategic framework, will be undertaken across February and March 2024. A subsequent hearing process will follow.

Financial considerations—LTP/Annual Plan

29. 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

30. 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 *Land Transport Act 1998*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

Iwi considerations

31. 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.

32. Involvement of Māori in transport planning matters remains limited, though officers are constantly seeking ways to improve this situation.

Community considerations

33. 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

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

Appendices/Attachments

Taranaki Regional Transport – Investment Logic Map 1 - below

Document 3191263: [Future of Transport public consultation summary](#)

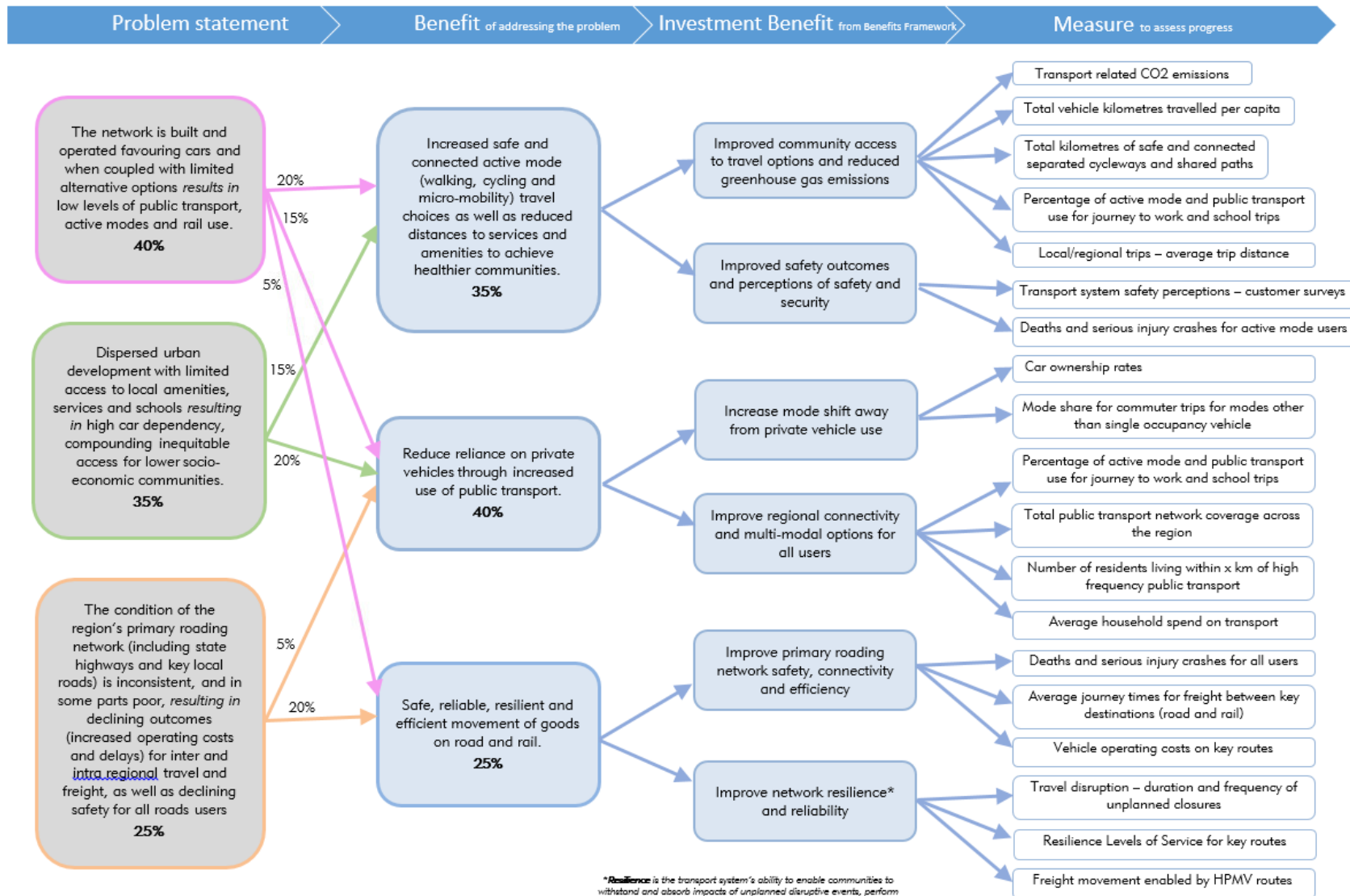
Document 3183467: [Arataki Regional Direction Taranaki by Waka Kotahi Mar2023](#)

Document 3196000: [Developing RLTP2024 strategic framework – Aug2023](#)

Document 3199150: [A3 draft GPS 2024 At a Glance summary](#)

Document 3201336: [MOT presentation on draft GPS 2024 to RLTP Leads 18Aug2023](#)

TARANAKI REGIONAL TRANSPORT – INVESTMENT LOGIC MAP 1 integrating the Benefit Map with the Investment Logic Map for ease of reference



These problem and benefit statements, along with the percentage weightings assigned to them, were outcomes of independently facilitated Investment Logic Mapping (ILM) workshops on 27/09/2022 and 14/10/2022.

*Resilience is the transport system's ability to enable communities to withstand and absorb impacts of unplanned disruptive events, perform effectively during disruptions, and respond and recover functionality quickly. It requires minimising and managing the likelihood and consequences of small-scale and large-scale, frequent and infrequent, sudden and slow-onset disruptive events, caused by natural or manmade hazards. Waka Kotahi 2018 Resilience Framework.



Future of Transport Pre-Consultation Community Engagement Final Report Summary

This is a summary of the key messages we heard during the Future of Transport pre-consultation community engagement carried out from 15 March 2023 to 30 April 2023.

The purpose of this community engagement was to provide information to inform policy development of a Better Transport Choices for Taranaki strategy by the Council and inform the development of Speed Management Plans by New Plymouth District Council, Stratford District Council and South Taranaki District Council.

Community feedback was sought in the four key areas identified below. In addition to these focus areas, respondents had the opportunity to provide feedback on any other issues of importance to them.

- Road safety and speed management.
- Long-term vision for transport in Taranaki.
- Public transport (including buses and rail).
- Cycling, walking and active travel.

Total Responses

Across all engagement channels, a total of 1,805 surveys, comments and submissions were received. The depth and richness of feedback varied between response channels: the online survey generated an estimated 15,000 individual pieces of feedback via 49 questions, while online map comments were single comments, generating 1,154 pieces of feedback.

Travel Habits

When asked to specify the main reason for travel these were the top six responses:

- | | |
|-------------------|--|
| 1. Travel to work | 4. Study |
| 2. Shopping | 5. Taking children to education/activities |
| 3. Leisure | 6. Connection with friends/whanau |

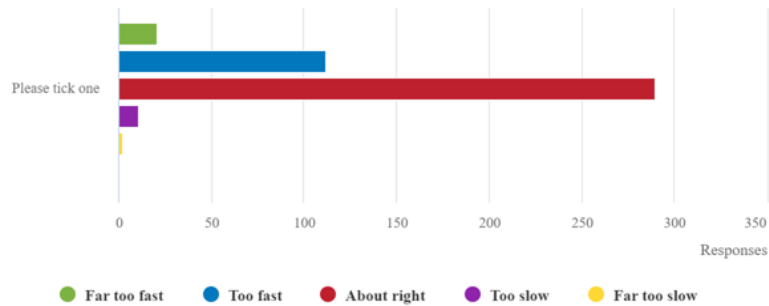
Travel by car (41%) was ranked the most frequently used mode of transport followed by bike/scooter (29%), walking (14%) and then motorbike (7%).

Slightly more than half (54%) of online survey respondents travelled 10km or less for their daily commute and 74% travelled under 20km to and from work or school each day.

What We Heard About Road Safety and Speed Management

When asked 67% of respondents stated they were either concerned or very concerned about safety on our local roads (not including state highways). Driver distraction (mobile phones), road/roadside condition and driver impairment were the top three stated concerns.

The vast majority of respondents commented that the current speed limits on local roads were about right as shown in the graph below.



In answer to the question: “How willing would you be to accept slightly longer car journey times if this helped to make local roads safer for all people?”, 66% of online survey respondents indicated they were either very willing or willing to accept longer journey times for safety improvements.

A significant volume of data was collected about speed and safety concerns at specified locations and this data has been provided to local councils to inform the development of their speed management plans.

What We Heard About the Long-Term Vision for Transport in Taranaki

Level of support for proposed goal to reduce car journeys

We asked respondents how supportive they were of a goal to reduce the number of car journeys in Taranaki by 25% by 2033 to help make roads safer and reduce greenhouse gas emissions. The majority of respondents (76%) were either wholly or generally supportive.

Ranked transport long-term change priorities

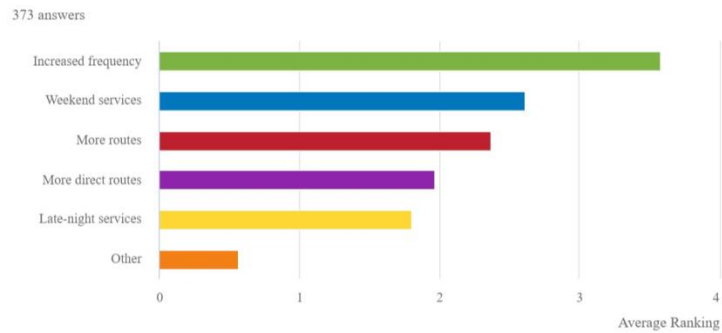
When asked to rank 10 specified transport improvements in order of importance the top three responses were:

1. More bus routes/services
2. Improvement in road surfaces and
3. Improved cycling options.

Respondents indicated that their preferred time scale to see the ranked improvements happen was 3-5 years (57%) and 36% indicated a time scale of 5-10 years.

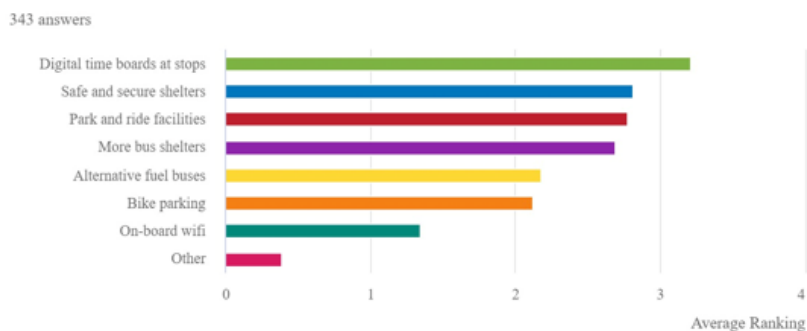
What We Heard About Public Transport

When respondents were asked to rank the potential service improvements they would like to see with bus transport **increased frequency** in bus services was the top ranking response followed by weekend services and an increase in the number of routes as shown below.



If these improvements were implemented around 80% of respondents indicated that they would be more likely to start getting the bus.

Survey respondents were asked to rank a specified list of bus infrastructure improvements by their importance and the graph below shows results.

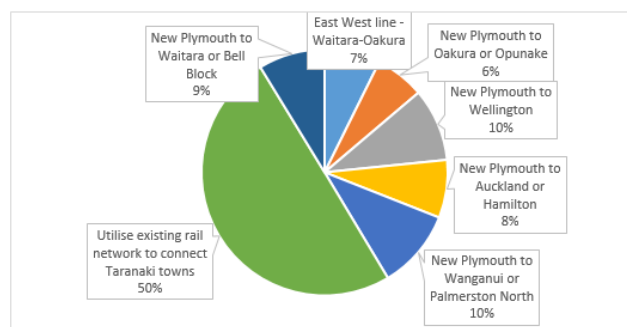


What We Heard About Public Passenger Rail Services

When asked, 79% of respondents would like to see passenger rail service established in Taranaki. Respondents were also asked to consider the cost of a rail service in this question: "Taking into account the main barrier to creating a passenger train service is the high cost of creating the infrastructure, would you be willing to contribute via rates for this?" 63% of respondents stated "Yes".

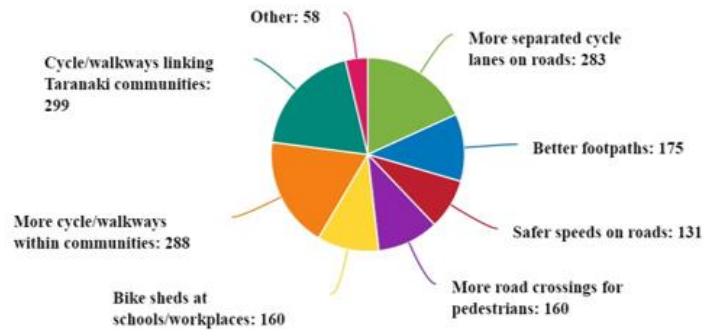
Communities to connect via passenger rail service

In response to the question: "If there was a passenger train service, which communities should this connect?" half of the 345 respondents (50%) indicated that they would like to see services that utilise the existing Taranaki rail network between Hāwera and New Plymouth. This and other preferred community connections are shown in the graph below.

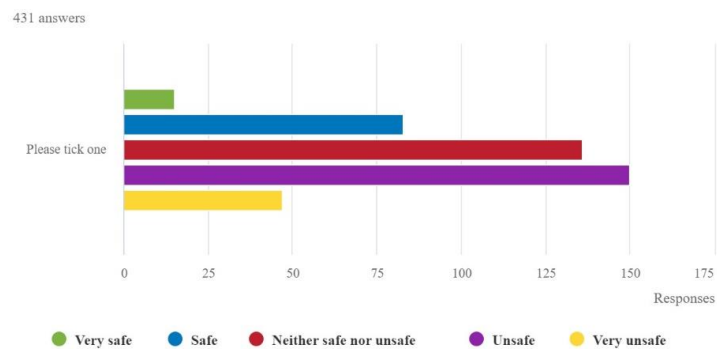


What We Heard About Cycling, Walking and Active Travel

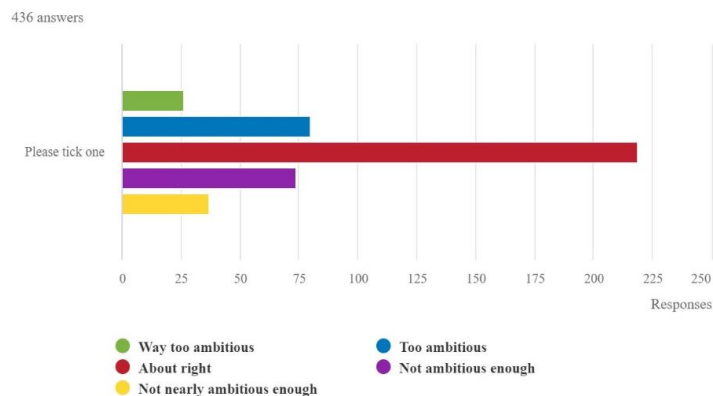
Almost 80% of online survey respondents would like to walk, cycle or travel actively more in their daily lives, and the graph below shows what respondents identified as the priorities for improving active transport opportunities.



We asked respondents how safe/confident they felt about walking or cycling to school or work. Of those who responded, 25% felt safe or very safe, 31% neither safe nor unsafe 35% of stated they felt unsafe with 10% feeling very unsafe as shown in the graph below.

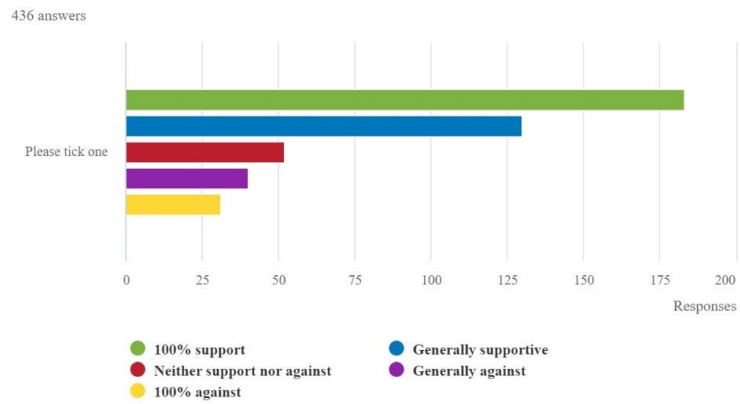


When we asked respondents if a proposal to double the number of journeys by walking, cycling or other active travel to school and work by 2033 ambitious or not ambitious enough 50% responded that this ambition was about right. A further 25% stated this was not or not nearly ambitious enough with 25% stated this was too or way too ambitious.



Level of Support for Specified Measures for Improving Active Travel

In response to the question “Would you support initiatives to improve the safety of people who walk or ride a bike by reducing vehicles' speeds, removing parking spaces and other safety measures on some roads?”, 72% of online survey respondents were either 100% or generally supportive.



Arataki

Regional Direction
Taranaki
March 2023

At a glance



Taranaki is a highly productive region of Aotearoa New Zealand, with an economy based on the export industries of dairy farming and processing, plus oil and gas.

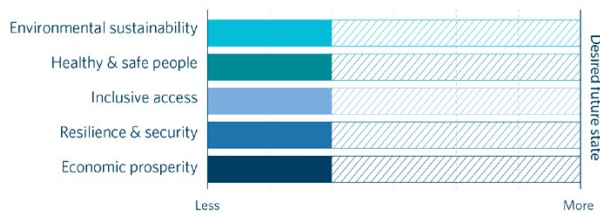
Taranaki relies on SH3 for safe, reliable connections to move people and freight north to Waikato and the road and rail connections southeast to Manawatū-Whanganui. There are no alternative northern routes suitable for heavy vehicles.

During the next 30 years, the population of Taranaki is expected to grow from 121,000 to 138,000 by 2048.¹ Seventy percent of the region lives in and around Ngāmotu New Plymouth, where most future growth is projected.

With higher than average rates of walking and cycling, Ngāmotu can continue boosting active modes by investing in safe and attractive facilities. Walking and cycling are the best ways for the region to reduce vehicle kilometres travelled (VKT). Increasing the share of freight moved by rail and coastal shipping will also have an important role to play in reducing emissions.

Over the next three decades, the other critical transport challenges facing Taranaki are safety, resilience, and supporting the transition to a low-carbon economy.

Scale of effort to deliver outcomes in Taranaki



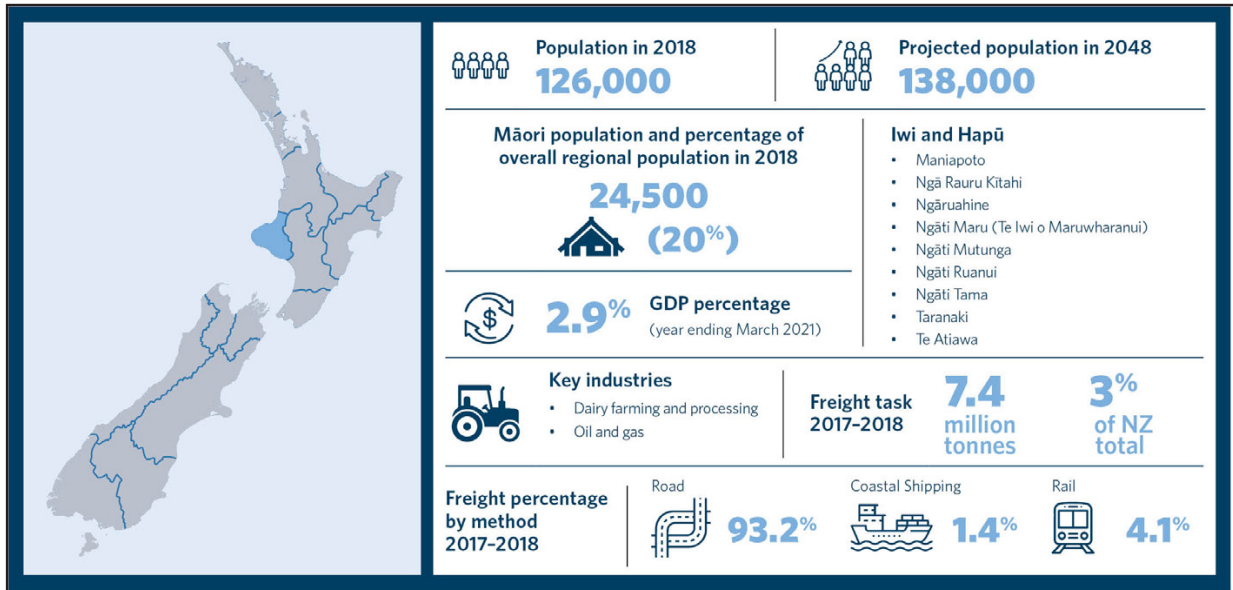
The regional ratings show how Waka Kotahi has assessed the potential scale of effort required in each region to achieve the future desired state for each outcome over the next 10 years. The ratings in each region indicates where effort can be best focused and inform conversations with partners about priority outcomes in each region.

The rating assessments are based on evidence using system levels metrics. Further details are captured in the methodology document.

Context



Taranaki



Taranaki has home to about 126,000 people, or 2.5% of the country’s population.² Ngāmotu New Plymouth, the primary urban area, is home to nearly 70% of the region’s population.³ The population of Taranaki is projected to grow to around 138,000 by 2048, or 2% of the population of Aotearoa New Zealand.⁴ In recent years, most growth in Taranaki has been from people moving into the region, rather than a natural increase in the existing population.

Most growth is expected in urban Ngāmotu. Low growth is forecasted in the smaller urban and rural areas of Ngāmotu, South Taranaki, and Stratford districts.⁵

By 2048, it’s expected that those aged over 65 will make up 27% of the Ngāmotu district population - more than the Aotearoa average of 23%.⁶ It will be important to provide good access for residents over 65 so they remain socially connected, active, and able to participate in their communities.

In 2018, 24,500 Māori lived in Taranaki, making up 20% of the region’s population.⁷ This is higher than the national rate of 16.5%.⁸ Most Māori live in Ngāmotu, where they make up 18% of the district’s population.⁹

The iwi and hapū in the Taranaki region are Maniapoto, Ngā Rauru Kītahi, Ngāruahine, Ngāti Maru (Te Iwi o Maruwharanui), Ngāti Mutunga, Ngāti Ruanui, Ngāti Tama, Taranaki, and Te Atiawa.¹⁰

Te Ōhanga Māori - The Māori Economy 2018 includes information for the Te Tai Hauāuru rohe, that relates to the regions of Taranaki and Manawatu-Whanganui. It notes the asset base in the rohe is valued at \$5.7 billion.¹¹ The primary sector is noticeably important, followed by property.¹²

Taranaki has the second highest level of economic productivity in Aotearoa, making a 2.9% contribution to the country’s GDP - impressive given its relatively small population.¹³ The region’s economic performance is underpinned by two high-earning, export-oriented sectors:

- dairy farming and processing
- oil and gas.

The region relies heavily on road and rail connections to the rest of the North Island for the movement of people, freight, and visitors. SH3 provides the main northern connection linking Taranaki to the Waikato and Upper North Island and the southern connection between Ngāmotu and Te Papa-i-Oea Palmerston North. SH3 is critical to the dairy industry as it connects the production centre in Hāwera to distribution centres in Te Papa-i-Oea.

Every year, heavy vehicles travel 75 million kilometres on Taranaki roads, with 63 million related to the key sectors of oil and gas, dairying, and forestry.¹⁴ The transport networks of Ngāmotu are generally well connected and fit for purpose. A key area of pressure is the transport link between Ngāmotu city centre and the eastern part, where residential and business areas are growing.

The region’s freight task in 2017–2018 was 7.4 million tonnes, or around 3% of the country’s total.¹⁵ A total of 93.2% of the freight task tonnage in Taranaki was moved by road, 4.1% by rail, and 1.4% by coastal shipping.¹⁶

Taranaki: Outlook

While the population of Taranaki is projected to grow slightly during the next 30 years, its economy will likely transform considerably as Aotearoa New Zealand transitions to a low-carbon future.

Over the next three decades, key changes to Taranaki will be:

- supporting the country's economic transformation
- making improvements to safety and resilience
- achieving higher rates of walking and cycling in Ngāmotu New Plymouth.

The ageing population and higher proportion of residents on fixed incomes is likely to put pressure on the region's ability to:

- maintain existing networks
- fund new infrastructure
- provide appropriate services.

Climate change will make this even harder.

Steps to make progress towards transport outcomes in a more efficient and cost-effective way include:

- renewing the focus on small-scale projects and getting more from existing infrastructure
- reallocating existing road space and making temporary or low-cost improvements
- influencing travel behaviour and growth patterns.

Even with these steps, more investment from a wider range of finance and funding sources, is required to achieve key goals. New sources should be investigated, especially where these incentivise growth or transport outcomes.

This section uses the *Transport Outcomes Framework* from Te Manatū Waka Ministry of Transport to support a 'decide and provide' approach to proactively plan the desired future state we want to achieve. Key challenges and opportunities are identified and discussed. Then we highlight the most important actions to be taken to make progress on each outcome.

Environmental sustainability

Challenges and opportunities

Taranaki will need to make an important contribution to reducing carbon emissions, to reach 2035 targets set in the government's *Emissions Reduction Plan* and net-zero emissions by 2050.¹⁷

To meet national emissions targets, Ngāmotu - New Plymouth must reduce light vehicle kilometres travelled (VKT) by 12%.¹⁸ While this is a relatively modest reduction, achieving this still requires significant change to how people travel in a city with an urban form and transport system focussed on private vehicle travel.

In the Taranaki region, 84% of journeys to work are made by private vehicles.¹⁹

We need to reduce freight transport carbon through:

- adopting lower-emitting fuels
- increasing mode share for rail and coastal shipping.

We must also reduce the impact of the region's transport system on the local environment, especially its impacts on air pollution, waterways, and ecological systems. Contaminated stormwater runoff from roads must be treated before entering waterways. The impact of new and improved transport infrastructure on the natural environment must be appropriately managed.

Making progress

Subnational VKT reduction targets for light vehicles will be confirmed by mid-2023. As a Tier 2 urban centre, Ngāmotu is required to develop an urban VKT reduction programme by mid-2024. This will outline how the city will deliver this change.

This work will inform future planning and investment decision-making.

Key actions over the next 10 years to make progress on this outcome are:

- encouraging growth and development that supports compact, mixed-use urban form, reduces trip length, and lessens car dependency
- planning what interventions, activities, and investments are needed to achieve VKT reduction and emissions targets
- making changes to the allocation of space on existing roads and streets to enable and increase mode shift to public transport, walking, and cycling
- improving public transport services and exploring ways technology can deliver better services at lower costs
- more actively managing carparking at major destinations and employment areas to increase use of public transport, walking, and cycling for trips to these locations
- identifying opportunities for smaller projects that can improve system outcomes, like getting the most from the existing network
- ensuring appropriate place standards, policies, and regulations are put in place to reduce the impact of the transport system on the local environment
- supporting the implementation of key policies that develop zero-emission transport solutions, such as vehicle fleet transformation; this includes working with the H2 Taranaki Hydrogen Ecosystem Development Centre in its role as the land transport regulator.

To meet national emissions targets, Ngāmotu - New Plymouth must reduce light vehicle kilometres travelled (VKT) by 12%.

Healthy and safe people

Challenges and opportunities

The number of deaths and serious injuries on roads in Taranaki has been fairly consistent, fluctuating between 81 and 94 per year.²⁰ Serious crashes in the region are focused:

- in and around Ngāmotu New Plymouth and Hāwera
- along SH3 that connects these two centres
- on high-risk rural roads.²¹

Safety issues include:

- head-on and run-off road crashes
- high-risk intersections
- crashes involving vulnerable users, like people walking and cycling
- driver behaviour, like not wearing seatbelts.²²

Efforts to improve road safety are guided by the *Road to Zero: New Zealand's Road Safety Strategy 2020-2030* and associated Action Plan 2020-2022, and regional safety strategies.²³

Significant investments to improve road safety are underway on SH3 between Waitara and Bell Block. Te Ara o Te Ata: Mt Messenger Bypass project will also mean people no longer need to use a dangerous section of road.

Taranaki has low rates of walking and cycling because of incomplete networks. These levels have declined substantially over recent decades. Lack of physical activity contributes to many health problems, like obesity and diabetes. These problems disproportionately impact some demographics. The harmful impacts of vehicle tailpipe pollutants on health, especially on the respiratory systems of our youngest, oldest, and most vulnerable, are much greater than previously realised.²⁴

Significant progress on the healthy and safe people outcome will support environmental sustainability and inclusive access. Providing extensive networks of safe walking and cycling facilities will encourage more people to use these healthy and sustainable travel options. Similarly, a focus on reducing deaths and serious injuries for vulnerable road users will also encourage more people to walk and cycle.

Making progress

Continuing to realise safety plans and supporting dramatic changes to encourage walking and cycling will help the urban areas of the region. New approaches to planning, design, and delivery, along with significant investment, are needed to accelerate progress.

Key actions over the next 10 years to make progress on this outcome are:

- continuing safety improvements targeting high-risk intersections, run-off road crashes, and head-on crashes on high-risk rural roads
- rapidly rolling out a well-connected, separated cycling network through the reallocation of existing street space
- requiring high-quality active mode infrastructure to be part of new developments
- encouraging and implementing regulatory changes that reduce harmful vehicle emissions and encourage the use of zero-emissions vehicles
- continuing to manage transport system noise through planning and mitigation
- targeting road policing and behaviour change programmes with a focus on alcohol and drug impairment, speeding, and people not wearing seatbelts
- managing safe and appropriate speeds on high-risk rural roads – this includes targeted use of safety cameras to reduce speeding
- advocating for robust mobile network coverage in rural and regional areas.

Providing extensive networks of safe walking and cycling facilities will encourage more people to use these healthy and sustainable travel options.

Inclusive access

Challenges and opportunities

The region's transport system struggles to provide people of all ages, abilities, and income levels with safe, sustainable, and reliable access to a wide variety of social and economic opportunities.

A high reliance on private vehicles creates several access challenges, including:

- creating difficulties for those without easy access to, and use of, a private vehicle to fully participate in society
- placing significant pressure on household budgets to meet the high costs of car ownership and use
- limiting people's ability to travel in a way that best meets their needs because of poor travel choice.

Rural communities need access to key centres, such as Ngāmotu New Plymouth and Whanganui, for education, employment, and essential services. As the population of Taranaki ages, travel needs will change; there will be a greater need to access health services, and less need to access education and employment.

Emerging technologies, such as on-demand shuttles, could provide a shared-transport option. These would help people get around smaller towns and rural communities, and improve access to services in Ngāmotu and Whanganui.


Improved access to high-quality data and information will allow better management of the transport system to get the most out of existing infrastructure.

Making progress

Improving inclusive access will often align with making progress on other outcomes, especially where travel choice is improved, and car dependency reduced. However, there may be challenging trade-offs to consider, such as balancing increased travel costs to reduce emissions while ensuring lower-income families aren't unfairly impacted.

Key actions over the next 10 years to make progress on this outcome are:

- shaping planning rules to enable and encourage more people to live in areas with better existing access to social and economic opportunities
- improving public transport services, and expanding on-demand services where appropriate
- exploring opportunities to improve the affordability of public transport for lower-income households
- expanding and improving walking and cycling facilities, so low cost, sustainable, healthy travel options are safe and attractive for more journeys
- ensuring transport infrastructure and services are designed and provided to meet the needs of people of all ages and abilities
- improving access to opportunities for iwi Māori, including access to sites of cultural significance
- exploring opportunities to support the mobile or digital delivery of essential services.



Rural communities need access to key centres, such as Ngāmotu New Plymouth and Whanganui, for education, employment, and essential services.

Economic prosperity

Challenges and opportunities

Over the next three decades, the transition to a low-emissions economy in line with the Climate Change Response (Zero Carbon) Amendment Act will mean significant change to the region's economy. Transport has a role to support this change. It must also be flexible to the evolving nature and direction of freight movement.

As the oil and gas centre of Aotearoa New Zealand, Taranaki is exploring alternative energy options in response to climate change.

Expanded forestry harvesting to 2030 will increase freight movements in the south and east of the region. Reliable and resilient interregional connections to the north and south will continue to be important.

With the sea to the north and challenging terrain to the west and south, most residential growth in Ngāmotu New Plymouth will be east of the city. This will put pressure on the transport system and create conflict points between local trips and convenience versus longer-distance journeys.

An increasing number of residents on fixed incomes will likely make it harder to:

- maintain existing infrastructure
- fund new infrastructure
- provide appropriate services.

Technological change will have significant impacts on demand for travel and on the economy of Taranaki. The COVID-19 pandemic accelerated working from home, while future developments, like artificial intelligence and automation, could have an impact on the type and location of work people do.

Transport planning will need to be flexible in response to these changes, recognising high levels of uncertainty around the nature and location of future jobs and the impact of this on travel patterns.

Making progress

Economic productivity and business competitiveness in the region can be improved by a transport system that provides:

- a range of travel options with wide capacity
- reliable journey times
- safe and low-cost ways of getting around.

Key actions over the next 10 years to make progress on this outcome are:

- improving access to social and economic opportunities, especially by walking and cycling, in Ngāmotu and other regional towns
- supporting resilient, reliable, and efficient freight and business travel around key parts of the network, especially around interregional connections, and to key freight and industrial hubs
- exploring opportunities to move to a more multimodal freight system with greater use of rail and coastal shipping
- managing increased transport costs in a way that doesn't negatively impact economic activity
- supporting the continued development of key economic centres by improving access and amenity (attractiveness)
- supporting improved accessibility in local and town centres to allow these areas to flourish and better provide for the needs of residents
- completing investigations and improvements along SH3 and SH43 Forgotten World Highway, to strengthen connections from Taranaki to the rest of the country.



Reliable and resilient interregional connections to the north and south will continue to be important.

Resilience and security

Challenges and opportunities

The next 30 years will see a growing risk of damage to road and rail networks because of increased rain and storm intensity, coastal and soil erosion, sea level rise, flooding, slips, and storm surges.²⁵

Networks to the north and east of the region are expected to come under increased pressure from storm intensity combined with unstable terrain. Particularly significant risks along SH3 relate to rockfall, landslips, erosion, and flooding.

Te Ara o Te Ata: Mt Messenger Bypass along SH3 will remove a problematic, steep, narrow, and winding section of road at Mt Messenger. There are also a range of safety, resilience, and reliability issues being addressed through this corridor safety improvement project.

More than ever, there must be a greater focus on maintaining existing assets at current levels of access and connectivity. There is a major opportunity to progress multiple outcomes by investing in maintenance and renewals, but this requires changes to current practices and increased funding.

To be resilient, the region's transport system must be able to adapt to uncertainty and rapid change. For example, in recent years the popularity of e-scooters and then the need for social distancing during the COVID-19 pandemic highlighted:

- a need for more adaptable approaches to road space management
- unexpected benefits from past improvements to walking and cycling facilities.

Rapidly fluctuating fuel prices throughout 2022, caused by international events, also emphasised the need to reduce dependency on fossil fuel.

Making progress

The transport system needs an ongoing focus on maintaining existing assets along with targeted improvements to reduce risks. We also need to expand our understanding of resilience in urban environments, to ensure planning work is flexible and adaptable to change.

Key actions over the next 10 years to make progress on this outcome are:

- continuing design and planning work to identify and prioritise responses to natural hazards in high-risk areas – this includes working with communities to identify plans for when to defend, accommodate, or retreat
- understanding routes that provide critical connections, the conditions of these, the pressures, and the level of investment needed to address impacts – this includes identifying priorities for network resilience
- engaging in local planning processes to avoid infrastructure and development in areas at risk of natural hazards and climate change
- seeking continuous improvement in network resilience through maintenance, renewals, and 'low cost/low risk' investments
- improving operational responses to events to support quick recovery following disruption to the land transport system
- shifting to more adaptable 'scenarios-based' planning
- improving personal security for people using the region's transport system.

To be resilient, the region's transport system must be able to adapt to uncertainty and rapid change.

Taranaki: Focusing our efforts



For efficient and effective progress, transport challenges in Taranaki must be tackled in a cohesive way. The directions below identify the most important issues to be resolved over the next 10 years to make progress towards transport outcomes.

- Begin to reduce vehicle kilometres travelled (VKT), focusing on Ngāmotu New Plymouth, in a way that's fair, equitable, and improves quality of life.
- Enable and support the region's transition to a low-carbon economy.
- Maintain and improve the resilience and efficiency of interregional connections to the north and south.
- Improve access to social and economic opportunities, especially by public transport, walking, and cycling.
- Significantly reduce the harm caused by the region's transport system, especially through improved road safety and reduced pollutants dangerous to people's health.
- Actively support, enable, and encourage growth and development in areas that already have good travel choices and shorter average trip lengths.
- Rapidly accelerate the delivery of walking and cycling networks, predominantly through reshaping existing streets, to make these options safe and attractive.
- Explore the potential for new and emerging technologies, such as on-demand services, to improve access to social and economic opportunities.
- Better understand the impact of future economic transformation on travel patterns and freight volumes.
- Explore opportunities to move to a multimodal freight system with greater use of rail and coastal shipping.
- Confirm how key resilience risks will be addressed over time, and work with communities to plan when to defend, accommodate, or retreat.
- Continue to implement road safety plans and programmes including those focused for iwi Māori.
- Improve or maintain, as appropriate, physical access to marae, papakāinga, wāhi tapu, and wāhi taonga.

These will be updated over time to focus effort on the most critical matters.

References

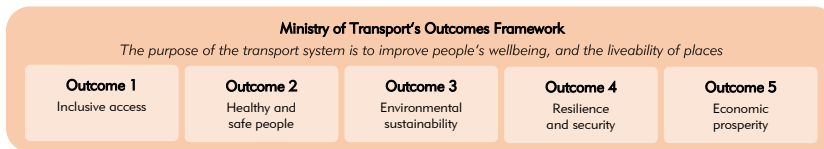
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Developing RLTP2024 strategic framework – Aug2023

As part of the mid-term review of the RLTP2021-27, the RTAG have proposed the following amendments to the RLTP2021 guiding framework for the RLTP2024. These revisions have been informed by national policy changes, the new ILM undertaken with stakeholders in late 2022, and the public engagement undertaken in March-April 2023. The following shows the recommended changes to Sections 4 & 5 of RLTP2021 with the issues from Section 2.6 incorporated also.

National outcomes sought

The Ministry of Transport’s *Outcomes Framework 2018* provides the overarching national direction for transport, including the high-level outcomes that this Plan seeks. The outcomes, shown below, are the manifestation of the future state that is envisioned in the Plan. Further detail is outlined in Section 3.3 including Figure 8.



Plan’s 30-year vision

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

A vibrant, resilient and connected region, with a safe transport system enhancing liveable places.

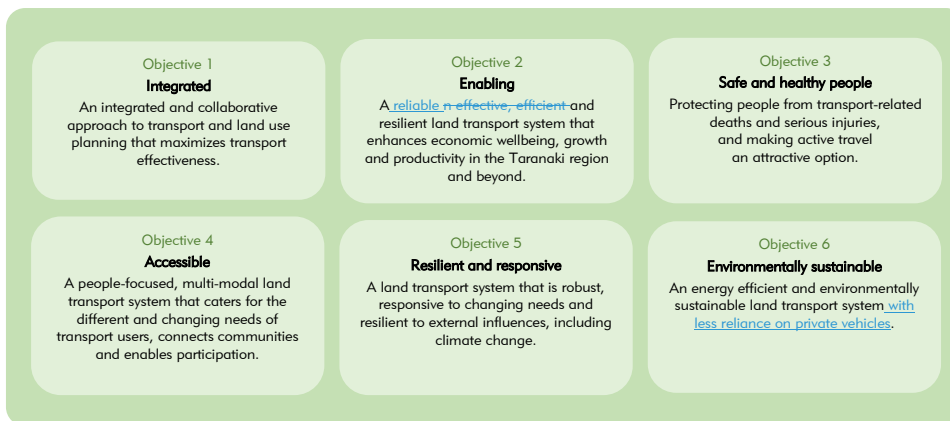
Explanation

This Plan, and the ones which follow, will help the region move towards this desired vision. The vision has the following four key components:

- **Vibrant** – refers to transport contributing to vigorous and flourishing community health and wellbeing in the region, including economic prosperity that is environmentally sustainable
- **Resilient** – refers to minimising and managing the risks of disruption to transport modes, including the capacity of transport modes to [help communities](#) recover from disruptive events such as those caused by climate change
- **Connected** – refers to reliable connectivity and well-integrated transport modes, so goods are moved efficiently, and people easily access the things that matter to them
- **A safe transport system enhancing liveable places** – refers to protecting people from transport-related injuries and harmful pollution, while providing enhanced transport choices (e.g. walking and cycling) that connect communities and support social cohesion. Liveability is the sum of the factors that add up to a community’s quality of life—including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment and recreation possibilities. The region’s vibrancy and liveability is key to attracting people to live, work, play and invest in Taranaki.

Objectives and targets

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



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

<p style="text-align: center;">Improving safety</p> <p style="text-align: center;">A 40% reduction in deaths and serious injuries</p>	<p style="text-align: center;">Increasing mode shift</p> <p style="text-align: center;">More trips made by walking, cycling and public transport throughout the region</p>	<p style="text-align: center;">Improving reliable connectivity</p> <p style="text-align: center;">Less travel disruption for road traffic</p>
<p>Aligns with the Government's <i>Road to Zero: National Road Safety Strategy 2020-2030</i>. Fatalities and casualties from road and rail crashes impose high social and economic costs on the region and country. Efforts on a range of fronts will continue to improve safety on the land transport network.</p>	<p>Reflects the region's aspirations for improved and healthier travel choices and a reduction in carbon emissions.</p> <p>Increasing mode shift away from private vehicles has a range of environmental and wellbeing outcomes, as well as reducing traffic congestion and corresponding financial pressures to increase roading capacity. Mode shift requires improving the availability and attractiveness of public transport and active transport modes.</p>	<p>The resilience of the road network directly impacts on connecting communities and enabling products and services to get to and from market. Improving the robustness and reliability of the road network is crucial to reducing travel disruption <i>and enabling commercial operators to meet their travel times</i>. Key components to resilience in this instance are:</p> <ul style="list-style-type: none"> ▪ Weather-related events blocking and/or damaging roads (e.g. overslips, downed trees) noting climate change is increasing the frequency and severity of these events. ▪ Vehicle crashes blocking a road, with no suitable alternative route. ▪ Road pavements and structures not being fit-for-purpose and/or failing, due to age, <i>insufficient maintenance</i>, or use beyond their designed capacity (e.g. logging trucks on rural access roads).

The region's **ten-year transport investment priorities** for land transport activities (not in any order of priority) are:

Table 1: Taranaki's transport investment priorities for 2021 to 2030

Investment priorities for the Plan	Reference code
Improve safety at high-risk intersections <i>locations</i> and on high-risk roads.	IP1 (Safety)
Improve resilience and <i>reliable connectivity</i> responsiveness of the transport network, with a focus on targeted addressing <i>maintenance</i> , ageing infrastructure and the impacts of logging traffic on state highways and local roads .	IP2 (Resilience & Reliability)
Make walking, cycling and public transport a safe and attractive choice for more trips throughout the region.	IP3 (Choices)
Improve multi-modal access to key regional destinations, including the port, airport and hospitals, for people and freight.	IP4 (Access)
Promote sustainable growth that recognises environmental aspirations and supports a less carbon intensive transport network.	IP5 (Decarbonise)

Commented [FR1]: Broadened to 'locations' to better include areas like schools and marae

Issue 1 – Ensuring a regionally and nationally integrated transport network

Ensuring successful outcomes in land transport planning and delivery requires integration in several areas:

- inter-agency integration (including integration with adjoining local authorities);
- integration of land use and transport planning; and
- integration of transport modes.

Integration at these various levels promotes cooperation, agreement on goals to be worked towards, mutually supportive actions and activities, improved effectiveness and efficiency and better value for money.

Given the different roles and responsibilities of key players, strong planning, advocacy and liaison is necessary to co-ordinate and address the region’s transport objectives, targets and priorities. Strong advocacy and liaison is also required to address strategic corridors and cross boundary matters. Please refer to **Appendix II** for a summary of the roles and responsibilities of Plan partners and other key players involved in transport planning in the region.

Local and regional investment programmes also need to be developed and optimised in the context of a whole-of-transport-system approach. This requires a one-network approach of working with and across partners, networks, modes and issues to develop an optimal and joined-up approach to delivering outcomes. It includes maximising the value of existing investments, particularly through travel demand management. The whole of network approach also recognises that some transport issues are at a wider spatial scale than Taranaki, lying outside the region. Related to climate change, economic development and changing demographic and land-use patterns comes the need to understand the effects of change and to plan accordingly.

Enduring transport solutions are heavily reliant on integrated land use and transport planning, which includes modal integration.

Through the preparation and implementation of regional transport strategies, plans and programmes, the Committee will continue to identify its priorities for land transport. In so doing, it will adopt an adaptable and flexible approach to managing and developing the land transport system that optimises funding options to best meet the needs of the region in an affordable way.

Rising costs coupled with declining national revenue and constrained funding at both national and local levels is impacting the ability to manage and develop our land transport system. Councils’ challenge in funding the local share of transport costs (particularly with decreases in Funding Assistance Rate provision from Government) prevents many transport initiatives from being progressed. Furthermore, reductions in real terms of maintenance and operational budgets despite natural cost escalations mean that existing levels of service (LOS) must be reduced in some areas. There is therefore an even greater than usual need to identify priorities and drive efficiencies through a range of transport measures in order to get the most out of existing networks. Ensuring value for money and optimising existing transport networks for the best outcomes is fundamental. An important aspect of maintaining and improving network efficiency relies on recognition of a hierarchy or classification of roads and infrastructure based on the function they perform, and subsequently by maintaining levels of services that are appropriate and fit-for-purpose to that hierarchy or classification. Implementing fit-for-purpose customer LOS throughout the region as per the national roading classification system the One Network Framework (ONF) is aimed to assist Approved Organisations to maximise the value of their existing investments. It must be recognised however, that this implementation may well result in a reduction in existing LOS for some parts of the network – with corresponding challenges for those negatively impacted on by these investment decisions.

A State Highway 3 Working Party Group was established in 2002 to address cross-boundary issues with Waikato. This Working Party Group consists of representatives from the Council, Waikato Regional Council, New Plymouth District Council, Waitomo District Council, Automobile Association, Waka Kotahi, National Road Carriers and the NZ Police. The primary purpose of this group is to liaise, monitor, coordinate, advocate and collate information on the section of State Highway 3 between Pio Pio and the SH3/3A junction just north of New Plymouth.

Commented [FR2]: Moved to Issue 2

Commented [FR3]: Move to Appendix ‘Plan partners & their roles’

➤ Objective 1 – Integrated: An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness

Ref.	Policies to achieve this objective	Measures (methods)
11	Take a one network approach to managing the transport system.	<ul style="list-style-type: none"> ▪ District councils ensuring integration of land use and transport planning, through appropriate spatial planning and liaison with stakeholders. ▪ RTC promoting appropriate integration between land, air and sea modes of transport when organisations developing and implementing land transport activities.
12	Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner	<ul style="list-style-type: none"> ▪ RTC promoting cooperation between agencies when developing and implementing land transport activities and initiatives, including development of this Plan. ▪ RTC taking a one network approach – state highways, local roads, public transport, and active modes – with supporting policies to promote efficiencies and collaboration.
13	Ensure road and transport network standards are developed to meet ONF requirements and support land use change.	<ul style="list-style-type: none"> ▪ District councils promoting the integration of public transport networks with other modes (especially walking and cycling) through effective urban design. ▪ RTC improving processes for partners to work together to proactively plan for and address transport needs. ▪ RCAs recognising a hierarchy or classification of roads and infrastructure based on the function they perform, and subsequently adopting and maintaining levels of services appropriate and fit-for-purpose to the role or function of the roading infrastructure in the transport network.

Commented [FR4]: Broadening language to reflect the widened role of the One Network Framework

Issue 2 – Facilitating sustainably and fiscally responsible growth and economic development

The transport system needs to support economic development opportunities in the region, and contribute to the accessibility and efficiency of business activities and employment. This will enable the Taranaki region to maximise its contribution to national economic growth and productivity.

Taranaki has the second highest productivity in New Zealand, contributing 2.9% of New Zealand’s GDP from just 2.5% of the country’s population. The region’s economic performance has been underpinned by two high income, export oriented sectors: dairy farming and processing, and the oil and gas industries. The region therefore faces a particular challenge in response to Government initiatives to diversify as part of the transition to a low-emissions economy. There is a lot of work underway in the region, particularly through the regional economic development strategy *Tapuae Roa: Make Way for Taranaki, and Taranaki 2050* (refer to Section 3.4) to assist this transition.

Taranaki may also become a key freight access point through the development of a ‘Coastal Blue Highway’ proposal which could see an expanded coastal shipping service along the coast of New Zealand and between the South and North Islands. An ‘East-West’ corridor to Port Taranaki could also contribute to economic growth and productivity. This would be a multi-modal (road and rail) transport corridor that moves goods from the main production regions of the central North Island to Port Taranaki, and from there to the South Island and/or markets in Australia and Asia. This link would also vastly improve resilience, both for freight and people movement, in a large-scale emergency event such as volcanic eruption or another major earthquake. In the event that coastal shipping grows this could trigger an increase in the use of rail freight, along with an increase in heavy goods vehicles travelling along our state highways to access Port Taranaki and support the service.

The transport network needs to be able to transport people and goods to, from and within the region safely, reliably and efficiently and without unnecessary restrictions or delays at all times – both now and in the future. The levels of service required to maintain the network, combined with the topographical nature of Taranaki and the fact that there are only two state highway routes entering/leaving the region (SH3 north and south and SH43 east), means that investment in maintenance and renewals of state highways is of major interest.

There are road and rail network constraints on vital inter-regional corridors which are impacting on Taranaki’s ability to enhance its economic performance - on SH3 north of New Plymouth in particular. Key cross-boundary issues are outlined in Section 2.5.

Steeply rising costs coupled with declining national revenue and constrained funding at both national and local levels is impacting the ability to manage and develop our land transport system. Councils’ challenge in funding the local share of transport costs prevents many transport initiatives from being progressed. Furthermore, reductions in real terms of maintenance and operational budgets mean that existing levels of service (LOS) must be reduced in some areas. There is therefore an even greater than usual need to identify priorities and drive efficiencies through a range of measures in order to get the most out of existing networks. Ensuring value for money and optimising existing transport networks for the best outcomes is fundamental. There is also a strong need to advocate for, and access, funding from other sources to ensure that the region’s fundamental needs are met.

The condition of the region’s primary road network (including state highways and key local roads) is inconsistent, and in some parts poor, resulting in declining outcomes (increased operating costs and delays) for inter and intra regional travel and freight, as well as declining safety for all road users.¹

The ageing population and higher proportion of residents on fixed incomes is likely to put pressure on the region’s ability to maintain existing networks, fund new infrastructure, and provide appropriate services. Climate change will make this even harder. There is a greater need than ever to progress transport outcomes in a more efficient and cost-effective way, including through: focusing on small-scale projects and getting more from existing infrastructure; reallocating existing road space and making temporary or low-cost improvements; influencing travel behaviour and growth patterns.²

Taranaki experienced 7.3% population growth over the last census period (2003–2018), with New Plymouth experiencing the most marked growth. The region as a whole is seeing solid recovery in experiencing solid tourism growth following the COVID-19 pandemic, particularly through New Plymouth airport, which is compounding growth issues.

Through the implementation of this Plan, the Committee will continue to identify its priorities for land transport.

Objective 2 – Enabling: A reliable, effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.

Ref.	Policies to achieve this objective	Measures (methods)
G1	Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.	<ul style="list-style-type: none"> RCAs ensuring a fit for purpose standard of transport infrastructure that will not only maintain but also enhance economic development in the region. Waka Kotahi maintaining inter-regional corridors to a level of service that will ensure continued economic development opportunities. RTC recognising the role of an effective, efficient, integrated land transport infrastructure to lead or promote continued economic development and investment in agriculture, forestry, mining and quarrying (particularly oil and gas), engineering and tourism. RCAs continuing incremental improvements to the overall performance of the whole transportation network, including rail, air and sea linkages – a one network approach.
G2	Focus on effective, and efficient and reliable strategic road and rail corridors, particularly between inter-regional ports.	<ul style="list-style-type: none"> Waka Kotahi addressing potentially vulnerable areas of SH3 North / SH3 South / SH43 / SH45 that would affect regional route security. RCAs, with affected stakeholders, providing reliable land transport linkages to air and sea modes, including to and from New Plymouth airport, corridor protection of State Highway 44 (or a suitable alternative if feasible) to Port Taranaki, taking into consideration the possible expansion of Port and airport operations and facilities. RTC promoting investigations by central government and/or relevant crown entities and state owned enterprises on the opportunities and costs of inland freight hub developments.
G3	Ensure those roads in the region serving tourism and the productive sector are fit for purpose.	<ul style="list-style-type: none"> RTC promoting and supporting the sealing of SH43. RTC, with KiwiRail, ensuring current and future reliability of the rail network to accommodate anticipated growth in freight movements. RCAs identifying future growth pressures on the network and forward planning to address those pressures, including the impact of subdivision development. RCAs identifying and addressing congested areas on the network particularly around New Plymouth.
G4	Protect and promote the existing rail corridors.	<ul style="list-style-type: none"> RTC advocating for improvements to the efficiency and effectiveness of existing networks for all transport modes (including rail, air and sea). RCAs addressing any deterioration in road surfaces and conflicts between heavy vehicles and other road users arising from industry growth. RCAs ensuring sufficient funding of strategic long-term planning of transport infrastructure (including accessing of developer contributions) so as not to hinder future economic growth and development.

Commented [FR5]: Moved from Issue 1

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¹ Problem Statement 3 developed through ILM process – refer Section 3.4

² Waka Kotahi Aotahi – March 2023

Issue 3 – Reducing the safety risk on Taranaki’s transport network

Fatalities and casualties from road and rail crashes impose high social and economic costs on the region and country.

The *Road to Zero: Road Safety Strategy 2020-2030* recognises that while mistakes are inevitable and we can never prevent all road crashes from happening, we can still work collaboratively ~~and attempt~~ to reduce the number of crashes ~~from that resulting~~ in death and serious injury.

Improving safety and personal security in Taranaki is important for all mode users, with safety concerns (both perceived and real) being a barrier to greater use of walking and cycling. The concept of protecting vulnerable road users such as pedestrians and cyclists has been overtaken by a safe systems approach to road safety whereby the aim is to make roads and roadsides safer for all road users – be they motorists, motorcyclists, pedestrians, cyclists, horse-riders or another mode.

Taranaki is experiencing steady growth in vehicle kms travelled, along with an increasing population. Several intersections have become high risk with the increase in traffic volume – with the New Plymouth district containing three of the country’s Top 100 High Risk State Highway Intersections.

Taranaki does not have a good road safety record, with a range of issues involved. Serious crashes in the region are concentrated in and around New Plymouth and Hāwera, along SH3 that connects these two centres and on high-risk rural roads.

Head-on and run off road crashes, high-risk intersections, crashes involving vulnerable road users and driver behaviour are primary contributors. Recent law changes and continuous road safety education in schools has helped reduce young driver crash statistics. However, this will need to be an ongoing area of focus to further reduce young driver crashes as new drivers gain their licence. All these issues factor heavily in Roadsafes Taranaki’s collaborative road safety education programmes for the period of the Plan.

➤ Objective 3 – Safe and healthy people: Protecting people from transport-related deaths and serious injuries, and making active travel an attractive option.

Ref.	Policies to achieve this objective	Measures (methods)
S1	Promote infrastructure and safety improvements on strategic corridors.	<ul style="list-style-type: none"> RCAs ensuring and supporting improvements to roading infrastructure, such as road alignment, signage, bridge widths, road markings, and surfaces which fall below the levels of service under the ONF. RCAs addressing safety issues at intersections and crossings. RCAs increasing provision of passing lanes and/or passing opportunities, roundabouts, <u>separated active mode infrastructure</u> and other safety design features. RCAs identifying and addressing potential or actual risks to vulnerable road users due to heavy traffic, speed differential, or road layout or design – <u>including by reallocation of road space</u>.
S2	Reduce risk on high risk rural roads, intersections and urban arterial <u>arterial</u> areas with a particular focus on vulnerable road users. ³	<ul style="list-style-type: none"> RCAs adopting appropriate design to encourage safe walking and cycling, particularly in association with major road and bridge improvement projects. RTC actively encouraging a culture of safe road use in Taranaki. RTC supporting the efforts of Roadsafes Taranaki and promoting road safety programmes, particularly locally led prevention programmes such as the Taranaki Road Safety Workplace Charter. RCAs and the NZ Police using enforcement, education and signage to promote safe sharing behaviours between differing transport modes.
S3	Support the aims of <i>Road to Zero</i> and Roadsafes Taranaki.	<ul style="list-style-type: none"> RCAs reviewing speed limits on a network-wide basis in line with the <i>Land Transport Rule: Setting of Speed Limits 2024+2</i> – noting that a change in speed limit should only be considered as part of a broader range of safety solutions and be evidence based. RTC supporting efforts to achieve the <i>Road to Zero</i> road safety targets of a 40% reduction in fatalities by 2030. RCAs ensuring that where promoted tourist and recreational cycle routes are wholly or partly on the roading network such roads are safe to be shared. RTC encouraging consideration of off-road cycling and walking opportunities, particularly in association with substantial state highway improvements.

³ 'Vulnerable road users' is a term that refers to people who have less crash protection than occupants of motor vehicles and therefore have a higher risk of being injured or killed in a road crash. The term is generally used in relation to pedestrians, cyclists and motorcyclists.

Issue 4 – Maintaining and improving accessibility and travel options throughout the region

Transport is about access and participation. It makes sense to identify ways that people can access what they need as efficiently as possible, in a way that is economically, environmentally and socially sustainable for local communities.

Taranaki’s residents must be able to access essential services (have good connectivity), be they within or outside of the region. This is especially relevant in relation to public health services for our communities, with regional health services primarily based at New Plymouth hospital, while more comprehensive specialist services are predominantly outside of the region in Hamilton – meaning inter-regional travel north on SH3 is vital. Centralisation of other social services such as tertiary education similarly requires travelling to New Plymouth or beyond the region’s boundaries. Transport is a vital enabler of social interaction, as well as of change, growth and development.

Significant numbers of residents travel between north and south Taranaki to access employment or education outside of their resident district. This brings challenges/opportunities for service and infrastructure provision to support these work/live patterns.

Demographic aspects of the Taranaki region (including relatively low and dispersed populations) has implications for the provision of ~~cost-effective and viable~~ traditional public transport services and increased mobility. Taranaki has higher proportions of elderly and youth than the national average and this is likely to continue – with forecasts that those aged over 65 will make up 27% of the Ngāmotu New Plymouth district population by 2048 (more than the national average of 23%). This has a corresponding responsiveness challenge of ensuring that the transport needs of these groups, who are more likely to rely on public transport for access to schools and health services etc., are met now and in the future. Further, a changing demographic profile (a generally ageing population with a growth in urban areas as there is a move in population from rural to urban centres) is driving different transport needs across the region, presenting challenges in planning and funding appropriate transport responses to ensure mobility is maintained. Current funding models are restrictive for public transport ~~though more enabling legislation is anticipated to come into force during the life of the Plan.~~

In transport, as in any network, managing demand can be a cost-effective alternative to increasing capacity. A demand management approach to transport also has the potential to deliver better environmental outcomes, improved public health, stronger communities, and more prosperous and liveable cities.

Different forms of transport can positively impact an individual’s overall level of health by providing a convenient way to exercise and ~~or~~ making it easier for people to participate in society. The Let’s Go project has demonstrated the value of a focused and comprehensive programme of activity enabling, educating and encouraging active transport modes.

Objective 4 – Accessible: A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.

Ref.	Policies to achieve this objective	Measures (methods)
A1	Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services.	<ul style="list-style-type: none"> RTC ensuring that opportunities for access to health, education, employment and leisure activities are catered for. RTC promoting the development of secure, reliable and efficient land transport infrastructure to provide appropriate access to public health/vital services and facilities, including those for public health. RTC promoting the use of travel demand management tools to make better use of existing transport capacity. RCAs and TRC developing opportunities for greater travel choice in the region and a range of alternatives to the private motor vehicle. RCAs and TRC providing for the needs of all users (particularly the elderly, young, or those with impairments) when developing new public transport initiatives, walking and cycling infrastructure and roading infrastructure. RCAs and TRC providing multi-modal travel choices for our communities in a well-integrated manner in order to ensure appropriate access, connectivity and resilience. Waka Kotahi and TRC providing efficient-reliable-cost-effective and viable-reliable public transport services in the region, which meet the needs of the transport disadvantaged.
A2	Optimise existing capacity in the transport network through travel demand management measures and improved use of technology.	<ul style="list-style-type: none"> TRC identifying and addressing inequities in access to public health services and facilities, employment or social services, and therefore social interaction. TRC investigating and trialling increasing the level of public transport provision in the region. TRC and RCAs providing for daily commuter movement between north and south Taranaki to access employment or education opportunities, including park-and-ride facilities to support the use of carpools, vanpools and public transport. TRC providing the ‘Connector’ Hāwera to New Plymouth regional daily bus service connecting north and south Taranaki. RCAs working collaboratively with TRC to ensure an integrated approach for successful public transport provision (e.g. RCAs using the tools they have such as parking measures and service infrastructure to encourage greater use of public transport). RCAs providing safe walking/cycling infrastructure and services, which minimise conflicts between traffic types – including physical separation measures where possible. RTC promoting active modes of transport (e.g. walking and cycling) and hence increased opportunities for physical activity and social interaction.
A3	Ensure a range of travel options, including alternatives to the private motor vehicle, are available to the region’s residents, including the transport disadvantaged ⁴ .	<ul style="list-style-type: none"> RTC supporting the Let’s Go project aims of enabling, educating and encouraging people to make the shift from cars to walking and cycling. Waka Kotahi and TRC providing for the needs of the transport disadvantaged (e.g. those that do not have access to a private motor vehicle): RCAs encouraging use of alternative transport modes that would enhance public health and safety, and minimising conflicts between traffic types—including physical separation measures where possible. RCAs providing safe alternative access for pedestrians when road works are occurring (including wheelchairs/mobility scooters/pushchairs where practicable). RTC encouraging accessibility audits, where appropriate, by children and those in the disability community to get user input into design and improvements.

Commented [FR7]: Reordered and streamlined

⁴ ‘transport disadvantaged’ is defined in the LTMA as people who the regional council has reasonable grounds to believe are the least able to travel to basic community activities and services (for example, work, education, health care, welfare and shopping)

Issue 5 – Ensuring network resilience⁵ and responsiveness to internal and external pressures, including climate change

The regional land transport system is vulnerable to global, national, regional and sub-regional pressures, both economic and environmental, which present challenges for providing efficient and resilient networks.

Lack of resilience of the transport network to events can isolate the region and communities, impacting on economic and social well-being.

Lifelines are the essential infrastructure and services that support the life of our community - water, wastewater and stormwater, electricity, gas, petroleum, telecommunications, and transportation networks including road, rail, airports and ports. Identifying key regional infrastructure vulnerabilities and interdependencies is a crucial aspect of providing a resilient land transport system. Robust assets or satisfactory alternative service continuity arrangements are key. A *Taranaki Lifelines Vulnerabilities Study* was released in 2018 through the Civil Defence Emergency Management (CDEM) Group, providing guidance on resilience issues related to transport infrastructure, including around the threat of volcanic activity from Taranaki Maunga (Mt Taranaki), flooding and earthquakes. All RCAs in the region were involved in this study and in the continued work of CDEM.

Global **climate change** is **expected-to-resulting** in more severe weather events that **would** have significant impacts on transport networks and infrastructure. While only a small proportion of Taranaki’s road network is likely to be impacted by sea level rise resulting from climate change, networks in the north and east of the region are **expected-to-coming** under increased pressure from storm intensity combined with relatively unstable terrain. Resilience is already an issue on SH3 north and SH43, but the ability to protect routes such as SH3 north which provide key lifeline functions will become both more challenging and more essential over time. Planning is needed now in respect of climate change effects to ensure resilient **infrastructureconnections**.

The ability to respond to growth or climate change pressures is far slower than the growth and resulting issues created. Flexibility is needed (lead versus lag infrastructure) to respond more quickly and to predict issues – yet funding is difficult to access until problems are already evident.

The local roading network is being used by vehicles of a size and weight for which it was never designed. This is particularly an issue where forestry is being harvested throughout the eastern hill country, with **logging traffic** causing substantial damage to roading infrastructure, with the costs being largely borne by residents through rates rather than those benefiting from the harvesting. Additionally, the sheer volume of logging trucks on all roads (state highways and local roads) is of increasing community concern, with a desire for logs to be transported by rail rather than road wherever feasible.

History is catching up on **ageing roading infrastructure** throughout the region which is reaching the end of its life, either naturally or hastened by use by vehicles it was never designed for. There are a large number of bridges, retaining walls and culverts that will need costly replacement within the next few years. There are also some local bridges which are considered uneconomic and therefore not co-fundable by local councils into the future.

Port Taranaki can provide much needed national resilience for inter-island freight. A new container service between New Plymouth and the top of the South Island would offer resilience, with the current route’s vulnerability exposed by the Kaikoura earthquake related damage to CentrePort and the road and rail network around Kaikoura.

➤ **Objective 5 – Resilient and responsive:** A land transport system that is robust, responsive to changing needs and resilient to external influences, including climate change.

Ref.	Policies to achieve this objective	Measures (methods)
R1	Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change.	<ul style="list-style-type: none"> RCAs identifying potential network resilience issues and taking steps to remedy these. RCAs ensuring that roading structures carrying key lifeline utilities are reliable, particularly bridges. RCAs, their contractors, and the NZ Police ensuring appropriate transport incident management processes are in place. RCAs supporting the Taranaki Lifelines Advisory Group in identifying key regional infrastructure vulnerabilities and preparing for any infrastructure outage incidents.
R2	Protect routes with lifeline functions.	<ul style="list-style-type: none"> RCAs reducing infrastructure outage risks and minimising restoration time when outages occur, including by securing suitable alternative routes where possible. RTC promoting the retention and maintenance of the SOL railway line to enable future opportunities to be realised. RTC supporting initiatives that provide greater flexibility to address emerging issues in a proactive way. RCAs addressing the access needs of emergency services both day to day and in a wider emergency as part of any road building and maintenance works.

⁵ Resilience, in the land transport context, is defined by Waka Kotahi in the 2018 Resilience Framework as: **“The transport system’s ability to enable communities to withstand and absorb impacts of unplanned disruptive events, perform effectively during disruptions, and respond and recover functionality quickly.”** The framework goes on to note that [Resilience] requires minimising and managing the consequences of small-scale and large-scale, frequent and infrequent, sudden and slow-onset disruptive events, caused by natural and manmade disasters.

Issue 6 – Reducing negative environmental and community impacts arising from transport

The construction, maintenance, ~~and~~ operation and use of the land transport system can have significant adverse impacts on the surrounding environment. The transport system also uses increasing volumes of non-renewable resources such as land, aggregates and fuel, which means (if not managed appropriately), it will become increasingly unsustainable. It is essential to utilise travel demand management (TDM) practices, which aim to optimise the transport systems already in place, rather than focusing on engineering-up road networks to respond to congestion issues.

The impacts of climate change, along with expectations for action, are being felt ever more clearly. He Pou a Rangī, the Climate Change Commission, was formed in November 2019. New Zealand has set itself the goal in the Climate Change Response Act of contributing to efforts to limit temperature increases to 1.5°C above pre-industrial levels.

Transport is currently responsible for about one-third of New Zealand’s climate changing greenhouse gas emissions. The Government’s Emissions Reduction Plan (ERP) was released in May 2022, setting the direction for current and future climate action. We must urgently reduce the need to travel and decarbonise the travel that is necessary. The transport sector has been tasked with achieving a 41% reduction in emissions (from 2019 levels) by 2035. This includes a national target to ‘Reduce total kilometres travelled by the light fleet by 20% by 2035 through improved urban form and providing better travel options, particularly in our largest cities’.

While the biggest mode shift is naturally expected in large cities (which can leverage scale and population density), all communities and employers have a role to play in reducing vehicle kilometres travelled (VKT) where they can. The network is built and operated favouring cars and when coupled with limited alternative options results in low levels of public transport, active modes and rail use. The key focus area for councils in Taranaki is supporting people to walk, cycle and use public transport to reduce reliance on cars – a challenge when the current network is built and operated favouring cars⁶.

There is a lot of national and local efforts underway in this area, such as that through the Better Travel Choices for Taranaki strategy and New Plymouth’s Integrated Transport Framework.

An increased use of alternative and energy efficient transport modes is needed to combat transport emissions. Additionally, communities that have a well-integrated range of transport options available will be more resilient to external influences such as fuel price changes.

Technology advances, from more energy efficient modes of transport through to digital technologies which provide improved real time information on travel options for individuals, mean that transport is in a revolutionary phase. Workplace practices and travel patterns have been vastly altered by the COVID-19 pandemic, which has accelerated digital adoption such as remote working and online meetings.

Climate change is already happening, and past emissions have locked in further change. In 2016, New Zealand ratified an international climate change agreement under the United Nations Framework Convention on Climate Change. Known as the Paris Agreement, New Zealand’s current stated target under the agreement is to reduce greenhouse gas emissions by 30 percent below 2005 levels by 2030. He Pou a Rangī, the Climate Change Commission, was formed in November 2019. New Zealand has set itself the goal in the Climate Change Response Act of contributing to efforts to limit temperature increases to 1.5°C above pre-industrial levels. On 1 February 2021, the Climate Change Commission released its first package of draft advice to the Government, looking at the possible emissions reduction:

➤ **Objective 6 – Environmentally sustainable:** An energy efficient and environmentally sustainable land transport system with less reliance on private vehicles

Ref.	Policies to achieve this objective	Measures (methods)
E1 E3	Ensure the development and maintenance of transport infrastructure is undertaken in a manner that minimises adverse environmental impacts.	<ul style="list-style-type: none"> RTC promoting energy efficiency, particularly via the promotion of <u>alternative-low to zero-carbon</u> modes of transport; and <u>alternative</u> fuels. RTC supporting land transport initiatives, projects or activities that reduce greenhouse gas emissions arising from the land transport network, such as through walking, cycling and public transport or enhanced network efficiency. RTC encouraging and supporting more energy efficient transport modes such as walking, cycling, public transport services and increased vehicle occupancy.
E2 E1	Encourage and develop <u>active⁷ and shared⁸</u> transport choices that <u>reduce vehicle kilometres travelled</u> , promote energy efficiencies and public health.	<ul style="list-style-type: none"> TRC addressing adverse environmental effects associated with transport, including emissions to air, noise and vibrations and the discharge of water pollutants from road runoff. RCAs ongoing consideration of possible heavy vehicle bypass routes of residential/commercial areas where appropriate. RCAs maximizing network efficiency on the roading network, including through travel demand management practices. RTC promoting and supporting the <u>Taranaki 2050</u> work towards a low-emissions future for Taranaki, including advocating for central and local government investment in the region that supports the use of low emission transport modes, <u>shared and active</u> transport modes, and the use of rail to reduce traffic congestion (and carbon emissions) associated with our roads.
E3 E4	Encourage and develop transport infrastructure and alternative technology that minimises carbon emissions (e.g. electric vehicle infrastructure).	<ul style="list-style-type: none"> RTC promoting and supporting land use and transport planning initiatives, along with workplace practices, that reduce the need to travel or which enhance network efficiency. RTC encouraging increasing the share of freight moved by rail and coastal shipping to reduce transport emissions.
E2	Improve provision of public transport services and infrastructure.	<ul style="list-style-type: none"> RTC advocating for an improved regional network of low-emission supporting infrastructure to enable greater low-emission usage. TRC increasing provision of bus services within and between urban areas so that public transport is a viable alternative to private car reliance for many trips. TRC investigating and supporting community transport initiatives throughout the region where traditional fixed route bus services are not suitable.

⁶ IUM Problem Statement 1 and 2 – refer Appendix x.x

⁷ ‘active travel’ refers to making journeys in physically active ways – like walking, wheeling (using a wheelchair or mobility aid), cycling, or scootering.

⁸ ‘shared travel’ refers to journeys where multiple people use the same vehicle – like public bus transport or carpooling.

SUMMARY OF THE REVISED STRATEGIC FRAMEWORK AND INVESTMENT PRIORITIES

Ministry of Transport's Outcomes Framework
The purpose of the transport system is to improve people's wellbeing, and the liveability of places

Outcome 1 Inclusive access	Outcome 2 Healthy and safe people	Outcome 3 Environmental sustainability	Outcome 4 Resilience and security	Outcome 5 Economic prosperity
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The Ministry of Transport's Outcomes Framework provides the overarching national direction.

Thirty-year vision
A vibrant, resilient and connected region, with a safe transport system enhancing liveable places

Thirty-year strategic objectives

Integrated An integrated and collaborative approach to transport and land use planning that maximizes transport effectiveness	Enabling A <u>reliable, effective, efficient</u> and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond	Safe and healthy people Protecting people from transport-related deaths and serious injuries, and making active travel an attractive option	Accessible A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation	Resilient and responsive A land transport system that is robust, responsive to changing needs and resilient to external influences, including climate change	Environmentally sustainable An energy efficient and environmentally sustainable land transport system <u>with less reliance on private vehicles</u>
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The 30-year vision describes the region's desired long-term future state.

The 30-year strategic objectives describe what we want to accomplish to deliver this vision.

Policies

Integrated	Enabling	Safe and healthy people	Accessible	Resilient and responsive	Environmentally sustainable
Take a one network approach to managing the transport system. I1 Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner. I2 Ensure <u>road-land transport network</u> standards are developed to meet ONF requirements and support land use change. I3	Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors. G1 Focus on effective <u>and</u> , efficient <u>and</u> <u>reliable</u> strategic road and rail corridors, inter-regionally. G2 Ensure those roads in the region serving tourism and the productive sector are fit for purpose. G3 Protect and promote the existing rail corridors. G4	Promote infrastructure and safety improvements on strategic corridors. S1 Reduce risk on high risk rural roads, intersections and urban <u>arterials</u> with a particular focus on vulnerable road users. S2 Support the aims of Road to Zero and Roadsafe Taranaki. S3	Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services. A1 Optimise existing capacity in the transport network through travel demand management measures and improved use of technology. A2 Ensure a range of travel options, <u>including alternatives to the private motor vehicle</u> , are available to the region's residents, including the transport disadvantaged. A3	Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change. R1 Protect routes with lifeline functions. R2	Encourage and develop <u>active and shared</u> transport choices that <u>reduce vehicle kilometres travelled</u> , promote energy efficiencies and public health. E1 <u>Improve the provision of public transport services and infrastructure</u> . E2 Ensure the development and maintenance of transport infrastructure is undertaken in a manner that minimises adverse environmental impacts. E3 Encourage and develop transport infrastructure and alternative technology that minimises carbon emissions (e.g. electric vehicle infrastructure). E3

The policies we have adopted to help us achieve these objectives.

Ten-year headline targets

Improving safety A 40% reduction in deaths and serious injuries	Increasing mode shift* More trips made by walking, cycling and public transport throughout the region	Improving reliable connectivity Less travel disruption for road traffic
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The 10-year headline targets focus on some key indicators of change as we move towards the Plan's vision.

Ten-year transport investment priorities

Safety Improve safety at high-risk <u>intersections</u> , <u>locations</u> , and on high-risk roads	Resilience & Reliability Improve resilience and <u>responsiveness</u> <u>reliable connectivity</u> of the transport network, with a focus on <u>targeted maintenance</u> , <u>addressing</u> ageing infrastructure and the impacts of logging traffic <u>on state-highways and local roads</u>	Choices* Make walking, cycling and public transport a safe and attractive choice for more trips throughout the region	Access Improve multi-modal access to key regional destinations, including the port, airport and hospitals, for people and freight	Decarbonise Promote sustainable growth that recognises environmental aspirations and supports a less carbon intensive transport network
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The 10-year transport investment priorities are the most urgent and significant areas requiring investment in the short to medium term.

* These directly correlate to the headline target for the Better Travel Choices Strategy of Reduce the number of car journeys in Taranaki by 25% by 2035.

Te Tauākī Kaupapa Here a te Kāwanatanga mō ngā waka whenua | Draft Government Policy Statement on land transport 2024/25-2033/34

August 2023

What is the GPS?

The GPS sets out the Government's priorities for expenditure from the NLTF and how Crown funding complements that investment.

The GPS is developed by Te Manatū Waka Ministry of Transport on behalf of the Minister before public engagement begins.

Draft GPS 2024 at a glance

What are the strategic priorities?

The results the Government wishes to achieve from NLTF investment are expressed via a set of strategic priorities.



Maintaining and operating the system

The condition of the existing transport system is efficiently maintained at a level that meets current and future needs.



Increasing resilience

The transport system is able to cope with natural and anthropogenic hazards.



Reducing emissions

Transitioning to a lower carbon transport system.



Safety

Transport is made substantially safer for all.



Integrated transport systems

Well-planned and operated transport systems that provide multi-modal connections to support economic activity.



Sustainable urban development

Urban areas can readily and reliably support social, cultural, and economic communities through a variety of transport options. Sustainable urban and regional development is focused on increasing housing supply, choice and affordability, and developing resilient and productive towns and cities through effective transport networks that provide a range of low-emission transport options and low congestion.

Minister's headline expectation

Investment on GPS provides value for money

Investments must be efficient and effective

Building back better so that investment in maintenance and renewals is fit for the future (not just replacing like for like)

Key projects in the Government Package

Key projects include National Land Transport Programme developments:

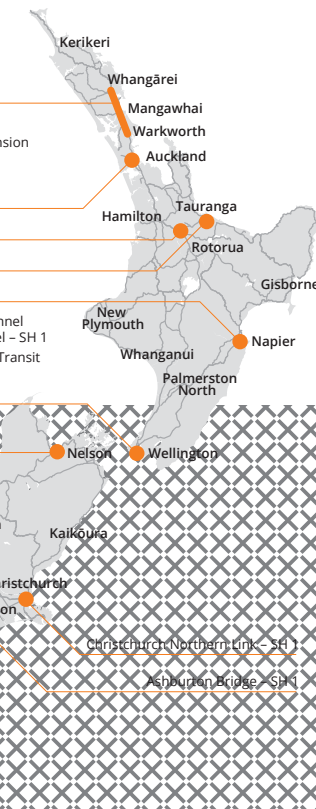
- Whangārei to Whangārei
- Northwest Rapid Rail Third and Fourth Expansion
- Avondale to Onehunga rail link
- Auckland Metropolitan Level Crossing Upgrade and Removal Programme
- Hamilton to Tauranga - SH 1
- Tauranga to Tauriko - SH 29
- Napier to Hastings - SH 2

- Wellington CBD - Second Mount Victoria tunnel and upgrades to Basin Reserve/Arras Tunnel - SH 1
- Wellington CBD to Island Bay - Mass Rapid Transit
- Wellington Metropolitan Level Crossing Upgrade and Removal Programme

- Nelson (Rocks Road) shared path - SH 6
- Nelson - Hohe Bypass - SH 6

- Christchurch (Northern Link) - SH 1
- Ashburton Bridge - SH 1

- Queenstown
- Dunedin
- Invercargill



Investment in land transport

NLTF revenue to rise from \$15.5 billion in 2021/22-2023/24 to \$20.8 billion in 2024/25-2026/27, an increase of 34 percent.

To reach \$20.8 billion, the GPS proposes a \$7.7 billion funding package made up of:

- Small, semi-regular increases in fuel taxes for three years (\$1.4 billion), increasing forecast revenue from \$13.1 billion to \$14.5 billion
- Crown funding and financing (\$6.3 billion) to limit cost pressures on household and business budgets.

Activity Class - Funding Ranges

The NLTF activity classes largely follow on from GPS 2021, with the addition of one new activity class.

Inter-regional public transport will play a crucial role in achieving our emissions reduction targets.

Safety activity class

The Safety activity class was previously called Road to Zero. Funding for safety infrastructure and speed management has been reallocated from Road to Zero to the state highway and local road improvements activity classes. This will enable safety improvements to be delivered as part of the wider improvements programme.

How does it work?

The GPS is reviewed every three years and guides investment in transport by providing a 10-year outlook of how spending is prioritised for the transport network.

Guided by the GPS strategic priorities, Waka Kotahi supports local government to create quality Regional Land Transport Plans (RLTPs), which it uses to create the National Land Transport Programme (NLTP).

When Waka Kotahi and local government make decisions on transport investments, they give effect to the strategic priorities set out in the GPS.

As the largest co-funder of NLTP projects, local government has an essential role in building strong, evidence-based projects and programmes for investment.

This work is supported by the role of regional councils, territorial authorities and unitary councils in leading long-term planning for their area.

Activity Class		GPS 2024 Funding range						Forecast funding range			
		2024/25 \$m	2025/26 \$m	2026/27 \$m	2027/28 \$m	2028/29 \$m	2029/30 \$m	2030/31 \$m	2031/32 \$m	2032/33 \$m	2033/34 \$m
Continuing programmes											
Public transport services	Upper	850	930	1,020	1,090	1,170	1,270	1,340	1,440	1,550	1,670
	Lower	580	640	700	760	800	870	920	990	1,070	1,150
State highway maintenance	Upper	1,360	1,500	1,600	1,700	1,800	1,920	1,960	1,990	2,030	2,100
	Lower	800	1,020	1,100	1,150	1,250	1,280	1,300	1,330	1,360	1,380
Local road maintenance	Upper	1,160	1,280	1,380	1,440	1,470	1,490	1,520	1,540	1,570	
	Lower	720	790	840	880	900	980	1,000	1,020	1,040	1,060
Investment management	Upper	85	90	90	90	95	100	100	105	110	
	Lower	70	70	70	70	75	80	80	85	90	
Safety	Upper	610	620	570	570	570	580	580	580	580	
	Lower	180	180	120	120	120	120	120	120	120	
Improve											
State highway improvements	Upper	1,010	1,060	1,110	840	860	880	890	900	910	920
	Lower	520	570	620	460	480	500	500	500	500	500
Local road Improvements	Upper	400	400	410	410	420	420	420	430	430	430
	Lower	150	150	160	160	170	170	170	180	180	180
Safety	Upper	600	610	620	630	630	630	640	640	640	650
	Lower	500	510	520	530	530	530	540	540	540	550
Walking and cycling improvements	Upper	330	330	340	310	320	320	330	330	340	340
	Lower	160	170	170	180	180	190	190	200	200	210
Coastal Shipping	Upper	20	20	20	20	20	20	20	20	20	20
	Lower	15	15	15	15	15	15	15	15	15	15
Inter-regional Public Transport	Upper	50	50	50	-	-	-	-	-	-	-
	Lower	20	20	20	-	-	-	-	-	-	-



Te Tauākī Kaupapa Here a te Kāwanatanga mō ngā waka whenua | Draft Government Policy Statement on Land Transport 2024/25 – 2033/34

DRAFT released for consultation

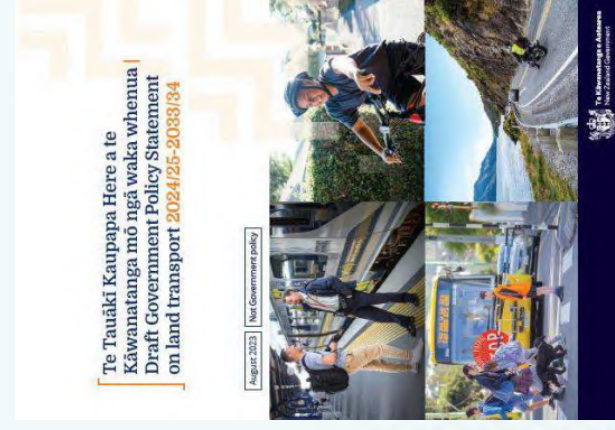
August 2023



Introduction

Draft GPS 2024 out for consultation

- Provides national direction on transport strategy and allocation of funding across New Zealand
- A ten-year strategy with a focus on the first three years
- We invite feedback - consultation is open until **15 September** – see the Ministry of Transport website
- Final GPS comes into effect 1 July 2024



How does the GPS guide transport funding decisions?

GPS

- Strategic direction
- Revenue allocated to the National Land Transport Fund (NLTF)
- Guidance on how to invest the NLTF across activities (eg road maintenance, public transport)

- **Waka Kotahi, New Zealand Transport Agency**
 - Develops the National Land Transport Programme, which must give effect to the GPS
 - Allocates NLTF revenue to projects put forward in Regional Land Transport Plans
- **Local Authorities**
 - Develops Regional Land Transport Plans, which identify investment priorities at a regional level and must be consistent with the GPS

Draft GPS 2024 – At a glance

Strategic Direction

- Six Priorities**
- Maintaining and operating the system
 - Increasing resilience
 - Reducing Emissions
 - Safety
 - Sustainable urban and regional development
 - Integrated freight system

Strategic Investment Programme

- Transport corridors that represent an opportunity for transformational change

Funding

- NLTF Revenue**
- \$20.8 billion NLTF revenue for the 2024/25-2026/27 period – 34 percent increase on the last three year cycle in GPS 2021.

Activity classes

- Increasing or maintaining funding across all activities (e.g. road maintenance & improvements, safety, public transport, walking & cycling)
- New inter-regional/public transport activity class

Delivery Expectations

Value for money

- Investment prioritisation and evaluating performance on benefits delivered
- Building back better (not just replacing like for like)

Taking a long-term view

- Provisioning for future public infrastructure planning
- Making an appropriate contribution to objectives

Six Strategic Priorities

Maintaining and operating the system

- The condition of the existing transport system is efficiently maintained at a level that meets the current and future needs of users

Increasing Resilience

- The transport system is better able to cope with natural hazards and the impacts of climate change

Reducing Emissions

- Transitioning to a lower carbon transport system

Safety

- Transport is made substantially safer for all

Sustainable Urban and Regional Development

- People can readily and reliably access social, cultural, and economic opportunities through a variety of transport options

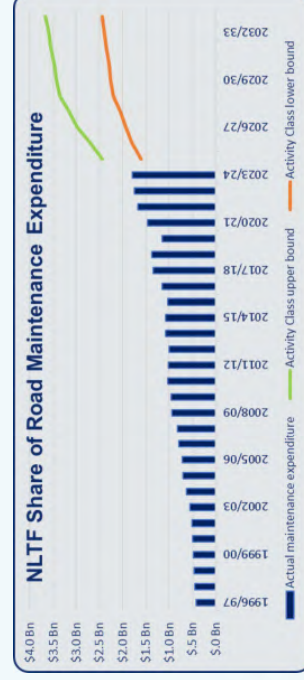
Integrated Freight System

- Well-designed and operated transport corridors and hubs that provide efficient, reliable, resilient, multi-modal and low-carbon connections to support productive economic activity

Maintaining and operating the system

Increased funding and expectations

- A 41% increase in the Road Maintenance Activity Class ranges, and a 50% increase in the Public Transport Services Activity Class ranges
- Extreme weather events, caused by climate change, are taking a greater toll on the condition of the network, increasing the size of the maintenance task.
- Alongside extra funding, clear expectation that the sector derives as much value as possible for every dollar spent.



After being relatively flat from 2008/09 to 2015/16, funding for maintenance has increased significantly in recent years and this GPS proposes to provide a further substantial increase.

Strategic Investment Programme

Strategic projects that the Government considers will help advance the strategic priorities and are

Resilience:

- Warkworth to SH1
- Nelson (Rocks Road) shared path SH6
- Ashburton Bridge – SH1

Supporting Growth

- Cambridge to Piarere – SH1
- Wellington CBD to Airport – SH1 - Second Mount. Victoria Tunnel and Upgrades to Basin Reserve/Arras Tunnel
- Christchurch Northern Link - SH1
- Napier to Hastings – SH2
- Nelson - Hope Bypass - SH6
- Tauranga to Tauriko SH29

Heavy Rail

- Auckland freight improvements (third and fourth mains)
- Avondale to Onehunga rail link
- Level crossing removal programme (Auckland and Wellington)

Rapid Transit

- Auckland Northwest
- Wellington CBD to Island Bay

Funding – NLTF Revenue

NLTF revenue to rise from \$15.5 billion in 2021/22-2023/24* to \$20.8 billion in 2024/25-2026/27, an increase of 34 percent.

- Forecast revenue for the next three years is \$13.1 billion – GPS proposes an additional \$7.7 billion funding package made up of:
 - Small, semi-regular increases in fuel taxes for three years (\$1.4 billion), consistent with historic norms prior to 2020
 - Crown funding and financing (\$6.3 billion) to limit cost pressures on household and business budgets

*\$15.5 billion is made up of revenue from motorists (about \$13.5 billion) plus a \$2 billion loan provided to Waka Kotahi to support the delivery of the 2021/22 – 2023/24 National Land Transport Programme

National Land Transport Fund		2024/25 – 2026/27 (\$ billion)
Forecast revenue from motorists		13.1
Increase to fuel taxes from July 2024 (4 cents per litre per annum)		1.4
Crown funding and financing		6.3
Proposed revenue		20.8
Proposed crown funding and financing sources		2024/25 – 2026/27 (\$ billion)
Crown grant		2.4
Climate Emergency Response Fund		0.5
Safety Camera and Fine Revenue		0.3
Crown loan to Waka Kotahi		3.1
Total		6.3

Activity classes

Activity Class	GPS 2021 midpoints 2021/22-2023/24 (\$b)	GPS 2024 midpoints 2024/25-2026/27 (\$b)	% Change
Public transport services	1.575	2.360	50%
State highway maintenance	2.600	3.805	46%
Local road maintenance	2.170	2.935	35%
Investment management	0.245	0.235	-4%
Rail network	1.269	1.500	18%
Public transport Infrastructure	1.675	2.445	46%
State highway Improvements*	2.825	4.010	42%
Local road Improvements	0.555	0.835	50%
Safety (previously called Road to Zero)**	2.680	1.680	-37%
Walking and cycling improvements	0.420	0.750	79%
Coastal Shipping	0.038	0.053	40%
Inter-regional Public Transport		0.105	New activity class

*After debt repayments, State Highway Improvements in GPS 2024 increase by 101% compared to GPS 2021.

**The overall level of funding going towards safety projects is not expected to decline, even though it may appear that way. Funding for safety infrastructure and speed management has been reallocated from Road to Zero to the state highway and local road improvements activity classes. The Safety Activity Class will continue to fund policing, Automated enforcement and road safety promotion.

Delivery Expectations

Value for money

- Investment prioritisation and evaluating performance on realising benefits
- Building back better (not just replacing like for like)
 - Lifting performance in sector capability
 - Reviewing contractual arrangements to ensure they are delivering value for money

Taking a long-term view

- r r r r r d r r r
to the layout of the State Highway Network)
 - M r r r r
emissions reduction and adaptation
- both

Next steps

Consultation on the Draft GPS is open until 5pm, Friday, 15 September

- Online submissions at <https://www.transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport/>
- Get in touch with Ministry of Transport Officials at gps@transport.govt.nz



**Ngā mihi
Thank you**



Date 6 September 2023

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

Approved by: S J Ruru, Chief Executive

Document: 3200643

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 the updates and presentation 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 *Land Transport Management Act 2003*, the *Land Transport Act 1998*, 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.

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

Attachment 1: [Detailed updates - Waka Kotahi](#)

Attachment 2: [Presentation - Waka Kotahi](#)

Taranaki - Regional Updates



6 September 2023

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.

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 NLTPs)	Aerial pest control operation completed August 2023		<ul style="list-style-type: none"> Project is readying for second construction season beginning September 2023. More than 90,000 cubic metres of earthworks have been completed to date. Public engagement continues with community presentations and site tours. An aerial pest control operation using biodegradable 1080 toxin was successfully completed in early August. The Mt Messenger Alliance is working hard to minimise disruption to users of the existing SH3 over Mt Messenger.
Te Ara Tūtohu: Waitara to Bell Block	\$84m	Princess Street completion April 2024		<ul style="list-style-type: none"> Work on Princess street roundabout and pedestrian and cyclist underpass progressing well. On track for completion mid-2024 Aiming to install a section of median barrier before mid 2024.
Tongapōrutu Intersection Improvements	\$1.6m	Construction complete		<ul style="list-style-type: none"> Defect period finished in May but there are still outstanding defects for contractor to amend. A walk over with the NOC is planned for October 2023 Final completion anticipated to be awarded October 2023
Rapanui Passing Lane	\$8.8m	Construction complete		<ul style="list-style-type: none"> Defect period finished in May but there are still outstanding defects for contractor to amend. A walk over with the NOC is planned for October 2023 Final completion anticipated to be awarded October 2023
SH3 New Plymouth To Hāwera	\$190m	Junction St, New Plymouth – starts September 2023		<ul style="list-style-type: none"> Installation of an intersection speed zone at Junction St, New Plymouth is due to begin in September 2023. Work on a roundabout at Mangorei Road will begin early next year, along with installation of flexible median barriers between the SH3 Junction St and Mangorei Road intersections and at five sites between Inglewood and Hāwera.

SH3/3A New Plymouth to Hāwera safety improvements

- Construction of an intersection speed zone (ISZ) at the SH3 intersection with Junction St, New Plymouth will begin in September 2023
- The ISZ will detect drivers approaching the highway from Junction St or turning right into Junction St from the highway and reduce the SH3 speed limit temporarily to 60kmh.
- Work on a roundabout at the SH3 intersection with Mangorei Road will commence in early 2024 subject to regulatory approvals and land acquisition.
- Installation of flexible median barriers on SH3 between Junction St and Mangorei Rd will start later this year.
- Median barriers will be installed at a further five sites between Inglewood and Hāwera from early 2024 – stakeholder engagement is underway.
- Request for expressions of interest to undertake this work, along with other median barrier works in Taranaki and Manawatū-Whanganui, Hawkes Bay and the South Island is now closed and procurement process is underway.
- We will continue to engage with councils, community and stakeholders about the locations of median barriers and turnaround facilities as we progress detail design.



Te Ara Tūtohu: SH3 Waitara to Bell Block

Project update

- Construction of the Princess Street roundabout and underpass began in March and is progressing well.
- Approximately 1500m³ of earth has been removed for the underpass and the new concrete culvert has been installed. Extensive retaining wall works to support the existing road during underpass earthworks are also in place.
- The stormwater treatment wetland swale in Manukorihi Park is now complete. Working with our project partners Manukorihi and Otaraua hapū, approximately 2500 plants have been planted in the swale.
- Planning to install a section of median barrier from just north of Mamaku Road to just south of Bayly Street prior to mid 2024.
- Waitara Road Roundabout design is now complete.



Work underway at Princess Street intersection and Manukorihi swale

SH43 Forgotten World Highway Improvements

Project updates

- Work to seal the remaining sections of unsealed road through the Tāngarākau Gorge got back underway in August.
- Drainage and retaining wall works are currently being completed with sealing scheduled to be done between November and April.
- Further guardrails have also been installed along the route in recent months to reduce the risk of run off road crashes. As this is a popular motorcycle route, the barriers have an additional rail which provides extra protection for motorcyclists.
- Construction of the Kahouri Stream Bridge began in June and is progressing well. Boreholes have been drilled to confirm ground conditions at the site of the bridge abutments and piers, and crews began installing piles in August. Erosion and sediment controls have also been put in place.



Top image: Proof drilling at Kahouri Stream Bridge
Bottom image: New guardrail with motorcycle protection installed on SH43

Emergency works update

Activity	2021-24 NLTP
SH3 Awakino underslip	Repair due for completion mid-August, weather permitting.
SH3 Mangaotaki underslip	Completed early August.
SH3 North of Tongapōrutu	Repair underway. Pavement repairs to be finalised. Aiming to tie into adjacent rehab planned for 2023/24. Further work to tidy up the site will be done after winter.
SH3 Uruti slip (Downers Cut)	Working through final stages of detailed design. Looking to commence work in the new fiscal year. Trying to make enhanced project scope within funding allocation.
SH43 Tāngarākau underslip on unsealed section	Option selected and detailed design completed. Application for resource consent submitted.
SH43 Whangamōmona underslip	Repair completed
SH4 Collapsed culvert Taumarunui - Paroparowhero Stream	Work to replace culvert 32 on SH4 at the Paroparowhero Stream near Taumarunui is scheduled to commence in September 2023. The work will involve the construction of a temporary lane to maintain traffic flow under stop/go controls, while crews install the 3.5 x 4 metre box culvert. The work is scheduled to take approximately six months, weather permitting.
SH3 Awakino collapsed culvert	Collapsed culvert required road closure for two days. Culvert replaced and site works completed. Site has been surfaced and open to two lanes. Retrospective Sec330 Resource Consent application has been submitted.

Low Cost/Low Risk Projects – Resilience

Type	Activity	2021 – 24 NLTP	Description	Status
Resilience	SH43 Ohura Road	\$369,000	Erosion repair	Investigation
Total Allocation \$3,575,645	SH43 Tāngarākau George no 1	\$118,690	Retaining wall	To be undertaken as part of the sealing project
	SH43 Tāngarākau Gorge no 3	\$172,055	Retaining wall	To be undertaken as part of the sealing project
	SH43 Paparata Underslip	\$124,268	Underslip	Construction date TBC
	SH43 East of Papaoa Road	\$75,000	Underslip	Construction date TBC
	SH43 East of Waro Road Scour	\$277,250	Retaining wall	Design and consent
	SH43 East Mangaotuku Road	\$79,200	Underslip	Construction date TBC
	SH43 Tahora Saddle	\$47,037	Retaining wall	Construction date TBC
	SH43 Strathmore Saddle	\$113,500	Underslip	Construction date TBC
	SH43 Whangamōmona shoulder	\$36,500	Underslip	Complete
	SH43 Tatu Scenic Reserve Stream	\$46,328	Erosion repair	Construction date TBC
	SH3 Mangapepeke Culvert	\$1,500,700	Culvert replacement	Design
	SH3 Ahititi stock effluent disposal facility	\$615,517	Stock effluent disposal facility	Complete

Low Cost/Low Risk – Safety and Walking and Cycling

Type	Activity	2021 – 24 NLTP	Description	Status
Safety				
Total allocation \$3,569,000	SH3 Inglewood to Hāwera	\$131,000	Rumble strips and signs	Investigation underway
	SH3 Te Kuiti to Hannahs Curve	\$1,555,000	Lines and signs, side barrier and rumble strips	Investigation underway
	SH3 Urenui to Waitara	\$600,000	Lines and signs, side barrier and rumble strips	Investigation
	SH3 Mt Messenger to Awakino	\$700,000	Lines and signs, side barrier and rumble strips	Investigation
	SH3 Manawapou curve sign improvements	\$50,000	Sign improvements	Completed
	SH45 Spotswood pedestrian crossing	\$533,000	Raised pedestrian crossing – delivered by NPDC	Design complete construction September 2023
Walking and cycling				
Total allocation \$2,697,068	SH3 Stratford safe access 1	232,400	Crossing points	Design
	SH3 Stratford safe access 2	232,420	Crossing points	Design
	SH3 Waverly pedestrian crossing	\$480,565	Pedestrian crossing	Design
	SH45 Devon Street West, Belair to Bayly	\$1,834,037	Intersection and walking and cycling improvements	Design complete – being delivered by NPDC

Emergency works



Retaining wall construction at Awakau Road



Work underway at Mangaotaki underslip



Culvert washout at Awakino 3 May

SH4 Whanganui to Raetihi update

Flood damage repairs & Te Oreore slip site

Auraki Stream repair site (road retreat project)

- Project is nearing full completion
- Traffic was moved onto the new section of road (southbound lane) in June
- In July, the new section of road was opened to two lanes during nights
- Chip sealing of new section of road and community planting day planned for August (weather dependent)
- Line marking, guardrail, fencing and drainage work to be completed after road is chip sealed.

Te Oreore slip site

- Temporary road remains in place at Te Oreore slip site
- Ongoing dewatering from existing groundwater bores, construction of two new wells completed
- Construction of three additional retaining walls north of the main slip area now underway
- Co-design workshop planned in August with mana whenua on the permanent road project (focus on cultural and environmental effects)
- Aiming for construction start of permanent road project early 2024.



Auraki Stream road retreat project – new section of road

Hei konā mai



Regional Transport Committee

Taranaki
6 September 2023

 **WAKA KOTAHI**
NZ TRANSPORT
AGENCY



2021-24 NLTP delivery

- Now is the time to review your current funding forecasts
- It's critical you indicate the activities you're not going to be able to complete this financial year
- We need to release these funds to help manage available funding and minimise carry forward into the 2024-27 NLTP
- This will enable us more headroom for new activities.



2024-27 NLTP Update

- We're awaiting the release of the draft Government Policy Statement on land transport 2024
- We're continuing to develop the 2024-27 National Land Transport Programme to our published timeline – this may change
- We're making good progress developing the State Highway Investment Proposal (SHIP)
- You're encouraged to continue to develop your RLTPs based on the Transport Outcomes Framework and strategic priorities released earlier this year.



Reshaping Streets

- This new package of rule changes provides the tools to modify existing streets - making it easier, safer and more attractive for people to use a variety of transport options including, walking, cycling and public transport.
- Reshaping Streets changes give councils options to:
 - **Pilot street changes** to inform future permanent street changes
 - Enable family-orientated street events (known as **Community Streets** or Play Streets)
 - Better manage traffic in their communities and around schools, including creating **School Streets**
- Waka Kotahi is developing a suite of guidance to support councils to take advantage of these opportunities.

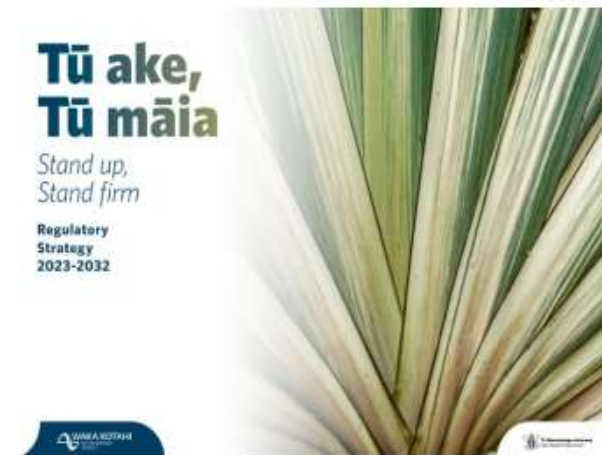
Rule changes come into effect mid- August 2023.

nzta.govt.nz/reshaping-streets



Tū ake, Tū māia, our regulatory strategy

- We have recently released our refreshed regulatory strategy for 2023-2032
- Tū ake, Tū māia sets out how we and our partners regulate the land transport system to keep Aotearoa safe
- The refreshed Tū ake, Tū māia builds on its strong foundation and achievements and reflects recent changes in legislation, funding and broader government strategy and outcomes, ensuring we continue to improve as a firm and fair regulator
- Underpinned by good practice, it's grounded in te ao Māori principles, introduces a longer-term view of the land transport system, and shows the harm reduction programmes, focus areas and key risks we will work on.



Interim State Highway Speed Management Plan 2023-24

- Proposed activity includes:
 - **267** speed limit changes around schools
 - **10** speed limit changes around marae
 - **16** intersection speed zones
 - speed limit changes on **59km** of urban state highway
 - speed limit changes on **87km** of rural state highway (in top one percent most dangerous state highway sections)
 - new or changed speed limits on a further **47km** of state highway
- The plan is now undergoing the certification process with the Speed Management Committee, specifically formed to provide independent review of Waka Kotahi speed management plans.
- The Speed Management Committee are undertaking training in preparation for this new process. When this is completed, we will have a clearer idea of when they can complete their review and when the Director may certify the plan. We will share an update on the timeline as soon as possible.
- If the plan is certified by the Director of Land Transport, we will publish it on the Waka Kotahi website and inform all partners of the outcome.



State Highway Speed Management Plan 2024-27

- The next plan will continue focusing on remaining schools, up to 50 percent of marae, areas where there is community support for speed limit reductions (eg townships), the remaining high-risk state highway sections in the top one percent. It will also consider the context of safety infrastructure and safety cameras.
- We expect to begin conversations with local road partners on possible state highway speed management activities from late August 2023.
- We welcome any immediate feedback on where communities are calling for speed limit reductions on state highways, for consideration during the development process.

Please send information to speedmanagement@nzta.govt.nz.

- It is likely public consultation on this plan will take place in early 2024. Once our timelines are confirmed with the Director of Land Transport, we will share this with our partners.



RLTP: Significant Related Activities

Activity	Activity description	Status	On track
SH3 Te Ara Tūtohu: Waitara to Bell Block Improvements	Safety improvements including roundabouts at four key intersections seeking reduction in DSIs	Princess Street roundabout and underpass on track for completion mid-2024 Designs for the Waitara Road roundabout are almost complete.	
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.	Construction to commence in Sept with installation of an intersection speed zone at Junction street. Mangorei roundabout construction and media barrier installation set to start early 2024	
Coastal Pathway extension to Waitara	Coastal Walkway extension from Waitara to Mangati (Bell Block) to be completed in three stages.	Funding has been approved by NPDC and Waka Kotahi	
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	Working closely with New Plymouth District Council to integrate the intersection in the NP integrated Transport Solutions Programme Business Case, while considering short term solutions.	Point of entry exercise completed. Included in the Interim Speed Management Plan.	
SH3 Te Ara o Te Ata: Mt Messenger Bypass	Offline bypass of Mt Messenger seeking safety, resilience, reliability and environmental outcomes	Construction, ecology and pest management all underway.	

State Highway Network Operations 2023/24

- Nine full rehab sites were delivered last season (almost 10 lane km). Plus, 84 reseal sites (75 lane km), 14 asphalt sites (more than 10 lane km)
- Now in final year of NLTP, 2023/24 renewals programmes are being finalised. Cost escalation and resource constraints mean we need to carefully prioritise what goes into the programme.
- The draft GPS strengthens the focus on maintaining the network in the next NLTP and beyond.
- Transition to the new national Integrated Delivery Model will commence in 2024 which will help us achieve better outcomes.



2023/2024 Maintenance Renewal Programme

Season overview

Granular Rehabs:

- Ten sites in total

Asphalt sites:

- Four sites total

Reseals:

- 84 sites in total



Milling machine in action on SH3 near Uruti

State Highway - Taranaki Network Operations AC Surfacing 2023/24

Asphaltic Concrete (AC) Resurfacing jobs Timing		
SH3		
	Piopio CBD - Fat Pigeon cafe to Superette	TBC
	Bell Block secondary access - Mangaiti Road intersection	TBC
	Eltham heavy bypass - Clifford Rd intersection	TBC
SH4		
	Taumarunui CBD - SH43 to Turaki St	TBC



State Highway - Taranaki Network Operations Rehabilitations 2023/24

Road Rehabilitation sites		Timing of work
SH3	Hutiwai Rd (Tongapōrutu)	TBC
	Hydro Rd	TBC
	Crawler lane North of Surrey Rd	TBC
	Croydon Rd North	TBC
	Manutahi Site 1	TBC
	North of Manutahi Stock Pile	TBC
	Powerhouse Rd	TBC
	Rangikura Rd (Whenuakura)	TBC
	Whenuakura Hill	TBC
SH3A	Osflo	TBC

SH3 Te Ara o Te Ata - Mt Messenger Bypass

Project update

- Works has continued over winter including excavation in the southern half of the project and environmental work including monitoring of native species and creation of pest management tracks.
- An aerial drop of biodegradable 1080 toxin took place in early August as part of the project's pest management goals. This followed consultation with nearby landowners and was a joint operation with DOC, covering nearby forest as well as the project area.
- The project continues to host a variety of visitors to site, including Taranaki Regional Council compliance staff, Taranaki Geological Society, Mokau Museum, Ngāti Tama whanau and Civil Contractors NZ.
- The Alliance team gathered for an early morning Matariki celebration, led by iwi partner Ngāti Tama.



Hei konā mai



New Zealand Government



Date 6 September 2023

Subject: **Regional Speed Management Plan**

Approved by: S J Ruru, Chief Executive

Document: 3200979

Purpose

1. The purpose of this memorandum is to:
 - provide an update on speed management planning in the region; and
 - seek support to consult on the local speed management plans (SMPs) in the region, known collectively as the Regional Speed Management Plan (RSMP).

Executive summary

2. The Committee is required to help facilitate the new requirements around speed management planning at a regional level, including providing a platform for regional online consultation, and collating the individual SMPs together to submit for national certification as a region. The Committee's role is procedural, compiling what is provided and checking for any inconsistent approaches to speed limits being taken across the region.
3. The district councils are in the process of each finalising their draft SMP to be provided to the Committee. These are to be collectively released for public consultation, with the administrative support for this process provided by the Taranaki Regional Council (TRC) on behalf of the Committee. Support is sought from the Committee for the procedural task to undertake this consultation, as outlined in detail within the memo.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum titled, *Regional Speed Management Plan*
- b) notes the update provided on speed management planning in the region
- c) supports the combined release of local speed management plans in the region (known collectively as the Regional Speed Management Plan) for public consultation
- d) determines that this decision be recognised as not significant in terms of section 76 of the *Local Government Act 2002*
- e) determines that it has complied with the decision-making provisions of the *Local Government Act 2002* to the extent necessary in relation to this decision; and in

accordance with section 79 of the Act, determines that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Background

1. The *Land Transport Rule: Setting of Speed Limits 2022*, which came into force on 19 May 2022, requires Road Controlling Authorities (RCAs) to develop SMPs that set a ten-year vision and three-year implementation plan for implementing safe and appropriate speed limits throughout their road network. This replaces the previous bylaw process and assigns entirely new regional responsibilities to support these processes.
2. Consultation on these SMPs will be undertaken every three years, aligning with the three-yearly planning/funding periods of Regional Land Transport Plans (RLTP) and the National Land Transport Programme. The SMPs will help to guide the RCAs' proposed road safety activities, for which funding is sought through the RLTP.
3. A Regional Speed Management Planning Group (the RSMP Group) consisting of technical staff from the four councils, Waka Kotahi, and Roadsafe Taranaki, was established in late 2022 to help with these new processes and responsibilities for the region, and has been meeting four-weekly since. An MOU is in place between the four councils and Roadsafe Taranaki, agreeing on the roles/responsibilities and development timeline (attached) to prepare the first Taranaki RSMP.
4. The Committee supported a guiding strategic framework for the first RSMP for Taranaki at the 1 March 2023 meeting. The 8 June 2023 meeting received a progress update, noting that most RCAs in the region had finalised their Interim SMPs, which focused on the requirement to reduce speed around 40% of schools by July 2024, and were now focusing on developing their Full SMPs. The Full SMPs cover the three-year period from 1 July 2024 to 30 June 2027. They must be collated together into a RSMP for both community consultation and then submission to the Director of Land Transport for certification.
5. A reminder of key elements of the new process:
 - the RSMP is compiled by the RTC using information sourced from the RCAs.
 - the TRC has no decision-making authority in respect of the content of the RSMP. The TRC's role is limited to providing support (essentially administrative) to the RTC in collating the RSMP and to the RCAs in relation to facilitating public consultation of the RSMP (by providing a mechanism to disseminate information and receive submissions).
 - the RTC has a limited decision-making function, focused on setting out a strategic guiding framework (which was endorsed in March 2023).
 - the planning function of setting speed limits remains with the RCAs, including considering and responding to submissions.
 - RCAs must provide information for the RSMP to identify the changes being proposed to speed limits and a three-year implementation programme, certain information relating to schools and specified speed limits, and (in some cases) an explanation for those that do not align with the Agency's confirmed assessment of what is safe and appropriate for the road.
 - the RTC is charged with guiding the RSMP process, including generating the longer-term planning objectives. They are also to identify inconsistencies between

RCA approaches and liaise with them to see if these can be addressed. However, the responsibility for setting speed limits and providing the underlying reasoning and explanations that flow into the overall regional approach remains with the RCAs.

Progress update

Approval of extension to deadline for national submission for certification

- While the planned regional development timeline focused on submitting the Taranaki RSMP via Waka Kotahi before 30 June 2024, a 29 March 2024 deadline was then brought in nationally which caused concern for a number of regions. This deadline is during a particularly tight period of time for local and regional authorities which are finalising RLTPs and Long-Term Plans during these months. On that basis, an extension to this default deadline was requested by the TRC on 23 June 2023. The Director of Land Transport approved the request to the default deadlines set for submitting the final draft Speed Management Plan for certification.

Deadline description	Default deadline date	Approved extension date
Submitting the final draft speed management plan for certification	29 March 2024	30 June 2024

- The intent is to collate and forward the Taranaki RSMP for certification earlier in 2024, but this gives flexibility if needed, given the pressures on all councils at that time.

State Highways SMP delay

- It is noted that Waka Kotahi, in its role as the RCA for state highways, will not be joining in the regional consultation. The State Highway Interim SMP is still to be certified and the date when the full State Highway SMP will be available in draft form for public consultation remain unclear.
- For this reason, Waka Kotahi will largely follow the lead of the relevant RCA for those local roads that connect with a state highway.
- Waka Kotahi have requested extensions for the full State Highway SMP to 15 February 2024 for consultation and 15 July 2024 for submission to the Director for certification.

Targeted regional workshops

- A regional Speed Management Workshop was held with Emergency Services staff on 24 July 2023. No concerns were expressed by the local representatives of Fire and Emergency NZ (FENZ) or St Johns about the proposals outlined by each RCA, and they were supportive of road safety improvements including reduced speed limits. Additionally, there were no concerns about reduced speed limits affecting the response times of volunteers to call outs, as the safety of the staff themselves is paramount in responding to any situation. The local representatives identified the need to ensure that the national conversations being held between Waka Kotahi and their central agencies are better communicated to the regional and local level.
- Planning is underway for a regional Speed Management Workshop with commercial transport operators including heavy freight industry representatives in early October.

Regional consistency including for cross-boundary roads

13. The RSMP Group has worked to ensure as much consistency as possible across the draft SMPs, which has included specific focus on cross-boundary roads (both intra and inter-regional). The Group has identified and worked through each such road to ensure no misalignment in proposals for the short and likely longer-term speed limits – using MegaMaps as a visual reference throughout. No concerning anomalies or inconsistencies in proposed speed limits on local cross-boundary roads were identified. A number of these roads are actually ‘boundary roads’, where the district boundary goes down the centreline of the road, and there is an MOU assigning responsibility for the entire road to one of the two district councils involved.
14. There are three inter-regional local cross-boundary roads – one between Ruapehu and New Plymouth districts; two between Whanganui and South Taranaki districts. The relevant Taranaki RCAs have made contact with their counterparts to check on the proposals for those roads on the other side of their borders.

Māori engagement

15. Contact with all iwi authorities in the region was made in March 2023 asking how they would like to be engaged with on transport matters such as managing speeds, and which issues were of priority for them. No responses were received, which is consistent nationally with many transport-focused engagements, and understandable given the high demands on the limited resources of iwi authorities. Iwi authority representatives have also been invited to stakeholder workshops for the related Better Travel Choices work, but likewise have not participated.
16. The RSMP Group has agreed that reasonable efforts have been made to engage with iwi, and that there was nothing further needed at the regional level for this. The RCAs are comfortable with their own direct engagement with the marae and associated representative groups in their areas, and will continue to do so through the formal consultation processes.
17. It is important that better regional relationships are developed with our Māori partners in respect of transport matters however. Work is underway to adapt processes to make it easier for Māori to truly participate and contribute to transport planning decisions going forward.

The Committee’s role is procedural

The TRC has an administrative/facilitation role, largely as secretariat for the RTC. Its role is procedural, not content focused, and includes:

- convene and facilitate the RSMP Group.
- prepare the guiding strategic framework and undertake community engagement on this as part of broader ‘better travel choices’ conversations.
- help to coordinate the RCAs engagement with Māori to avoid duplication.
- prepare an online consultation draft RSMP from information provided by the RCAs, checking for inconsistent approaches and advising of any concerns.
- facilitate region-wide public consultation via the internet.
- compile the final RSMP from the SMPs approved by each RCA.

- endorse the final RSMP and confirm that consultation has been carried out in accordance with the Rule.
- submit the final RSMP to the Director of Land Transport for certification.

Public consultation

18. The Committee is now being asked to support the draft local speed management plans (SMPs) in the region, known collectively as the Regional Speed Management Plan (RSMP), being released for consultation with the community.
19. There will be region-wide public consultation over a six-week period, from 18 September to 29 October 2023. The TRC will facilitate this through a central online platform, while each RCA will undertake their own usual community engagement processes during this time.
20. The most essential aspect is that the community are able to engage on all three local draft SMPs at the same time (along with the draft Taranaki Better Travel Choices Strategy), rather than being faced with multiple separate consultations. The four councils are working together with a combined communications plan and media campaign, which TRC is taking the lead on.
21. TRC will host a central webpage, which provides an overview and direct links to each council's consultation material, along with an interactive map that collates proposed speed limit changes across the region. An overview image of this draft webpage is provided in Attachment 1. 'Provide feedback' links within the webpage and map will take respondents to the relevant council webpage to input their comments directly. This will ensure no delay in councils receiving the feedback, no double handling of data, and ensure that each council retains control over their own submission acknowledgement processes.
22. RCAs will then consider their submissions received, undertake their own council consideration and approval processes including hearings and deliberations; and make any subsequent changes to their draft SMP. When each RCA has approved their final SMP, they provide a copy to TRC for collation into an updated RSMP.
23. In the first half of 2024, the Committee will be asked to endorse a finalised RSMP for submission to the Director of Land Transport for certification.

Issues

24. The Committee is required under the *Land Transport Rule: Setting of Speed Limits 2022*, to provide processes that help RCAs to develop and consult on their speed management plans, to collate these together into one Regional SMP and then submit this to the Director of Land Transport for certification.

Options

25. Set out below are the options available to the Committee.

Option 1 - not supporting the release of the draft RSMP for public consultation

26. The Committee could choose not to support the release of the draft RSMP for consultation. However, this would mean that TRC would be in breach of the legislative requirements, and make it more challenging for the district councils to undertake separate consultation processes. Further, the work of the RSMP Group confirms that

there is alignment between each SMP, which would be the only reason for the Committee to not support its release for public consultation.

Option 2 – supporting the release of the draft RSMP for public consultation

27. Using the collective approach of the district councils consulting on their draft SMPs at the same time with a common landing page is in keeping with the intent of the legislation for region-wide collaboration. The obligations of the TRC are met through this process. It also realises efficiencies by reducing the number of separate consultations being experienced by the community, and allows the viewing and commenting on speed management proposals across different districts at the same time.
28. Option 2 is considered the most appropriate option for Taranaki as it meets legislative requirements while also supporting collaboration and integration between the four councils in respect of their transport functions.

Significance

29. Under the TRC's Significance and Engagement Policy, the decision to release the draft RSMP for public consultation is not significant. Accordingly, it does not require further consideration under the Significance and Engagement policy.

Financial considerations—LTP/Annual Plan

30. 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

31. 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 *Land Transport Act 1998*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

Iwi considerations

32. 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.
33. Specific engagement with iwi has been initiated regionally in respect of transport matters, including speed management, though with limited success. At the local level, RCAs are in direct communication with hapū and Marae Trusts regarding specific speed management proposals around marae, kura and kōhanga reo.

Community considerations

34. 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

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

Appendices/Attachments

Attachment 1 – Overview image of draft webpage for hosting regional consultation

Document 3184012: [Development timeline for RSMP outlining roles and responsibilities](#)


Attachment 1 – Overview image of draft webpage for hosting regional consultation

The Road Ahead: Managing speeds and Better Travel Choices for Taranaki

This is your chance to have a say on transport in Taranaki. Taranaki Regional Council, New Plymouth District Council, Stratford District Council and South Taranaki District Council are seeking views on key strategies aimed at improving opportunities for active travel, enhancing the region's public transport network and ensuring road speeds are safe and appropriate. Click the links below to go to the Speed Management Plans developed by NPDC, SDC and STDC and have your say on the proposed speed limit changes on some local roads. To have a say on the TRC's draft Better Travel Choices for Taranaki, click the Take the Survey button below. The consultations are being supported by Roadsafte Taranaki.

All of these Speed Management Plans and the Better Travel Choices strategy will feed into creating the Regional Land Transport Plan in 2024. This is prepared by the TRC and is a strategic document that provides direction to land transport in the region and sets out how the region proposes to invest to achieve those transport objectives. The public will be consulted about the RLTP between January to March 2024 and it will come into effect on 1 July next year.



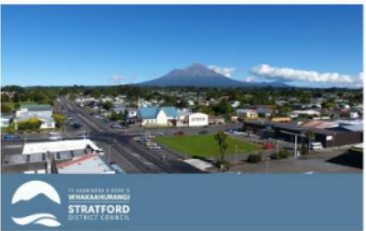


New Plymouth District Speed Management Plan

Click the link below to have a say on speed limits on some local roads in the New Plymouth District.

START 18 Sep 2023 END 31 Oct 2023

[Get Involved](#)




Stratford District Speed Management Plan

Click the link below to have a say on speed limits on some local roads in the Stratford District.

START 18 Sep 2023 END 31 Oct 2023


[Get Involved](#)



See the proposed speeds

Click below to open the map and see the proposed speed limit changes in the New Plymouth District, the Stratford District and the South Taranaki District.

[Open the map](#)



South Taranaki District Speed Management Plan

Click the link below to have a say on speed limits on some local roads in the South Taranaki District.

START 18 Sep 2023 END 31 Oct 2023

[Get Involved](#)



TRC Better Travel Choices for Taranaki Strategy

Click the link below to go to the survey where you can have a say on buses and sustainable travel in Taranaki.

START 18 Sep 2023 END 31 Oct 2023

[Take The Survey](#)

Road Transport Timeline

- ▼ **Transport vision**
March-April 2023: Feedback sought on public transport, cycling and walking, the long-term vision for transport and road safety and speed management.
- ★ **Current Phase**
Speed Management/ Better Travel Choices
18 September-31 October 2023: Public consultation on district councils' speed management plans and Better Travel Choices for Taranaki strategy.
- ▼ **RLTP Consultation**
January-March 2024: Public consultation on Regional Land Transport Plan (RLTP).
- ▼ **RLTP Hearings**
March 2024: Hearings to finalise RLTP.
- ▼ **RLTP Submitted**
April 2024: RLTP submitted for approval by Waka Kotahi.

Development timeline for Regional Speed Management Plan outlining roles and responsibilities

Timeline	Steps	Stages	Summary	Responsibility
to Feb2023	Long-term guiding strategic framework	Develop	Draft RSMP guiding strategic framework (must include ten-year objectives, policies and measures).	TRC (as secretariat) prepare with the RSMP Group on behalf of RTC. TRC draft C&E Stage 1 materials for feedback from the RSMP Group.
1Mar2023		Endorse	RTC endorse the draft guiding principles for the RSMP to guide the RCAs preparation of their SMPs.	
15Mar2023 to 30Apr2023 (8 weeks) C&E Stage 1		Engage	Community engagement on 'better travel choices for Taranaki' (including speed and key aspects of the RSMP strategic framework) to guide planning on SMPs as well as the review of other regional transport plans.	TRC develops material and fronts/hosts engagement. TRC helps coordinate RCAs engagement with Maori. Roadsafe Taranaki and the RCAs support by promoting the regional engagement through their own channels. TRC summarise speed-related feedback to the RCAs through the RSMP Group.
1Jan2023 to 31Aug2023	Speed Management Plans (SMPs)	Prepare	Draft SMPs developed for each roading network. The RSMP Group continue meeting to assist with inter- and intra-regional consistency. Provide draft SMPs for compiling into draft RSMP network map	RCAs prepare their draft SMP, including related maps for the consultation process. TRC coordinate the RSMP Group, facilitating communication and consistent approaches to speed limits across the region. TRC help draft the central C&E Stage 2 materials for feedback from the RSMP Group. All RCAs to provide GIS Shapefiles (or static maps) and associated draft SMP material to TRC by 31Aug2023.
		Compile	Prepare RSMP by collating the individual draft SMPs, combining these with the guiding regional framework and associated minor content requirements.	TRC prepare draft RSMP for consultation on behalf of the RTC, checking it for consistency between the SMPs. TRC compile the GIS files provided by the TAs, to host a regional map, which will allow the community to comment on any roads/areas of interest within the region, with the comments automatically being forwarded onto the relevant RCA(s).
		Endorse	RTC endorse providing the draft RSMP to the TRC to facilitate public consultation	
1Sep2023 to 15Sep2023	Regional Speed Management Plan (RSMP)	Consult	Region-wide consultation on RSMP	TRC facilitate the online consultation for the RTC, and specifically foster Māori engagement, though branding is strongly focused on the district councils and Roadsafe Taranaki (not TRC). RCAs and Roadsafe Taranaki promote the consultation through their channels. RCAs also undertake their usual community engagement through various means e.g. community meetings, A&P shows, etc.
6Sep2023		Update	RCAs update their draft SMPs.	RCAs consider submissions received, undertaking their own council consideration and approval processes including hearings and deliberations; and make any subsequent changes to their draft SMP.
18Sep2023 to 29Oct2023 (6 weeks) C&E Stage 2		Finalise	SMPs finalised and approved, then provided for RSMP	RCAs approve their final SMP, then provide a copy of their final SMP to TRC, and advise of changes made.
by 30Mar2024		Compile final RSMP	TRC collate the updated SMP documents into RSMP.	
by 30April2024		Endorse	RTC endorses final RSMP for submission	TRC as secretariat for RTC
by 31May2024		Submit	RTC submit to the Director of Land Transport for certification	TRC as secretariat for RTC
early Jun2024				
by 30Jun2024				

Note: 'C&E' refers to Communications and Engagement

Version:	3	Last updated:	23 June 2023	Key changes:	Reduced C&E Stage 2 to 6 weeks; noted potential compression of 2024 dates
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Date 6 September 2023

Subject: **Regional Road Safety Update**

Approved by: S J Ruru, Chief Executive

Document: 3201850

Purpose

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

Recommendation

That the Taranaki Regional Council:

- a) notes and receives the update on road safety activities in the region provided by representatives of the Taranaki Road Safety Action Planning Group.

Background

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

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

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Legal considerations

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



Date 6 September 2023

Subject: **Territorial Authorities Update**

Approved by: S J Ruru, Chief Executive

Document: 3200645

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
- d) receives the update provided by Taranaki Regional Council on public transport.

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 (SDC)	Steve Bowden, Rooding Asset Manager
South Taranaki District Council (STDC)	Vincent Lim, Rooding Team Leader
New Plymouth District Council (NPDC)	Rui Leitao, Manager Transportation
Taranaki Regional Council (TRC)	Cheryl Gazley, Transport Engagement Manager

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 *Land Transport Management Act 2003*, the *Land Transport Act 1998*, 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.

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: [Update to the Regional Transport Committee - SDC](#)

Document: [Update to the Regional Transport Committee - STDC](#)

Document: [Update to the Regional Transport Committee - NPDC](#)

Document: [Infrastructure Report - TRC](#)

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	Stratford District Council
RTAG representative:	Steve Bowden
RTC representative:	Mayor Neil Volzke
Date:	September 2023

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.

Our approved funding allocation for Maintenance, Operations and Renewals for the 2022/23 year is \$6,565,600.

Following the contract escalations of 17% up the quarter ending March 2023 and with the extensive repairs to roads damaged by the forestry industry, we overspent our approved allocation in the order of \$1.2m. This overspend has been recovered from the 2023/24 allocation resulting in a MOR approved allocation **\$5,482,201** for 2023/24.

During the period April 2023 to June 2023, we have undertaken the following activities:

- CBD cleaning;
- Bridge cleaning;
- Painting site rails;
- Pothole filling and fixing edge breaks;
- Sweeping up leaves in the urban area;
- Clearing sump tops;
- Litter collection;
- Clearing slips;
- Inspecting and clearing culverts;
- Grading;
- Metalling and repairing soft spots on Puniwhakau Rd.
- Pavement repairs to Brewer Rd – Forestry damage.

Renewals.

Footpaths – Footpath replacements. We completed the replacement of footpaths on:

- Surrey St
- Fenton St – South side.
- Swansea Rd.

Kerb and Channel Replacement – We have replaced the kerb and channel along the following street this year:

- Surrey Street – south side
- Fenton Street – Swansea Road to Cordelia Street – south side
- Swansea Rd – Fenton St to Patea Bridge
- Toko Rd – outside No. 20 to 28 to prevent stormwater run-off into the properties.

Pavement Rehabilitation.

A 660m section of Monmouth Road was completed in May.



Figure 1 – Monmouth Road Rehab following the sealing of the road.

Structures and Bridge Renewals.

We are preparing contract documents to repair and replace two retaining walls. Croydon Rd is a replacement whilst Mangaotuku Rd is a mixture of replacing sections of the wall that are beyond repair and renew some sections where the boards have rotted away.

We have undertaken repairs to the lining of the Kiore Tunnel, constructed a concrete pad at the southern portal to the tunnel and installed width restriction bollards. The purpose of this width restriction is to prevent over-sized vehicles using the tunnel. At the same time, we took the opportunity to construct a retaining wall at an under slip on Mangaoapa Rd approximately 200m north of the tunnel.



Figure 2 – Croydon Rd retaining wall to be replaced.



Figure 3 – Mangaotuku Rd retaining wall. Some of this wall will be repaired as well as the worst sections being replaced.

2. EMERGENCY WORKS – IF APPLICABLE

No significant events occurred during this period requiring attention.

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 Rooding Improvements

Improvements to the road geometry including the two approaches to Dunn's Bridge on Opunake Rd were completed in May.

ACTIVE MODES – WALKING AND CYCLING

Connecting our Communities Strategy

Connecting Our Communities will be presented to Councillors on 22 August for adoption. This will be the basis of our walking and cycling network for the next 30 years. Within the document are the plans that form part of our Transport Choices Project within the Stratford township.

Transport Choices.

Waka Kotahi have approved our Pre-Implementation phase for this project. We are currently engaging with the community for feedback on the proposed street layouts for on and off-road cycleways, traffic treatments and shared use widened footpaths. Consultation closes on 8 September.

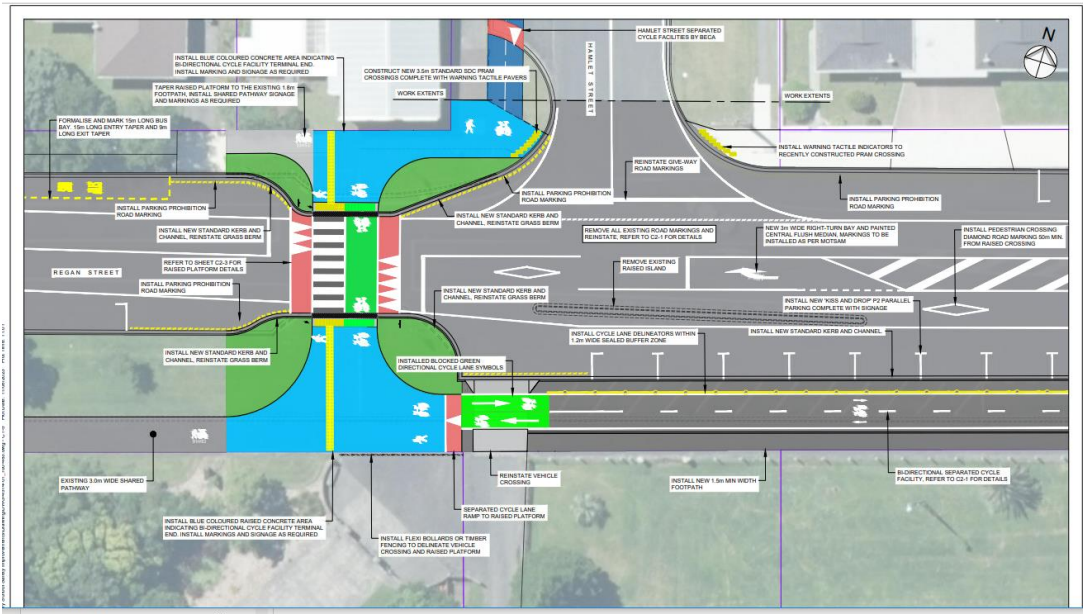


Figure 4 – Pedestrian Crossing Upgrade on Regan St outside Stratford Primary School.

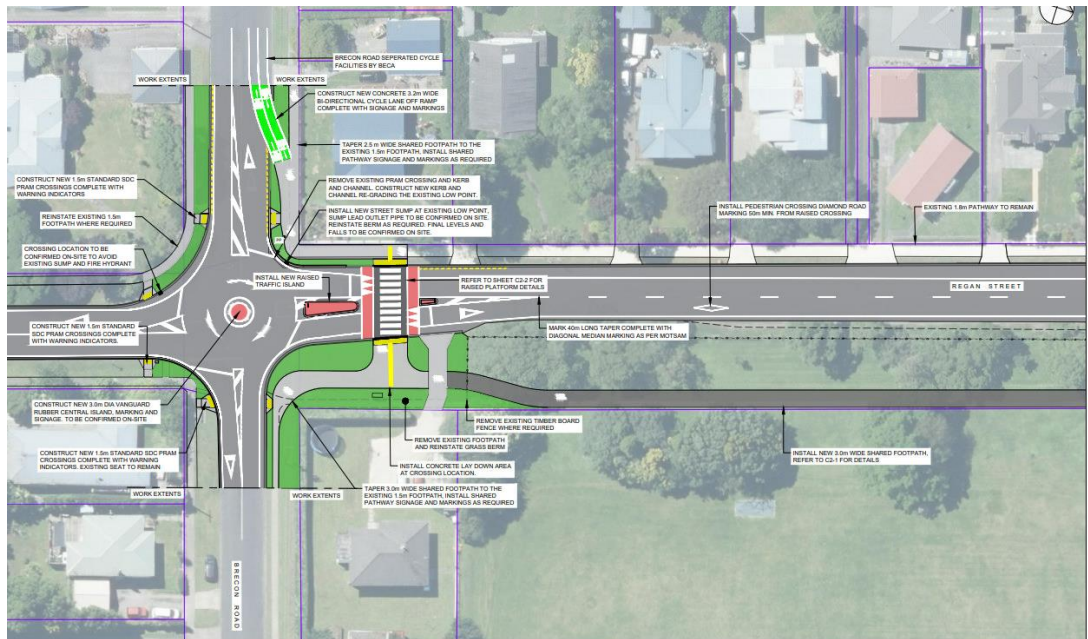


Figure 5 – New Roundabout at Brecon Road/Regan Street intersection.

4. ROAD SAFETY

Activated Warning Signs.

The AWS sign at the Cardiff Walkway has been vandalised for a second time, with the batteries, control box and solar panel all being stolen. Given the cost to replace these components, including the technician to travel from Auckland, we have decided to remove this sign. This is particularly annoying, considering the icy conditions experienced by motorist who travel Opunake Road in the winter.

Roadside Barrier – Opunake Road.

Both sites located at 273 and 343 Opunake Road have been installed during the quarter.

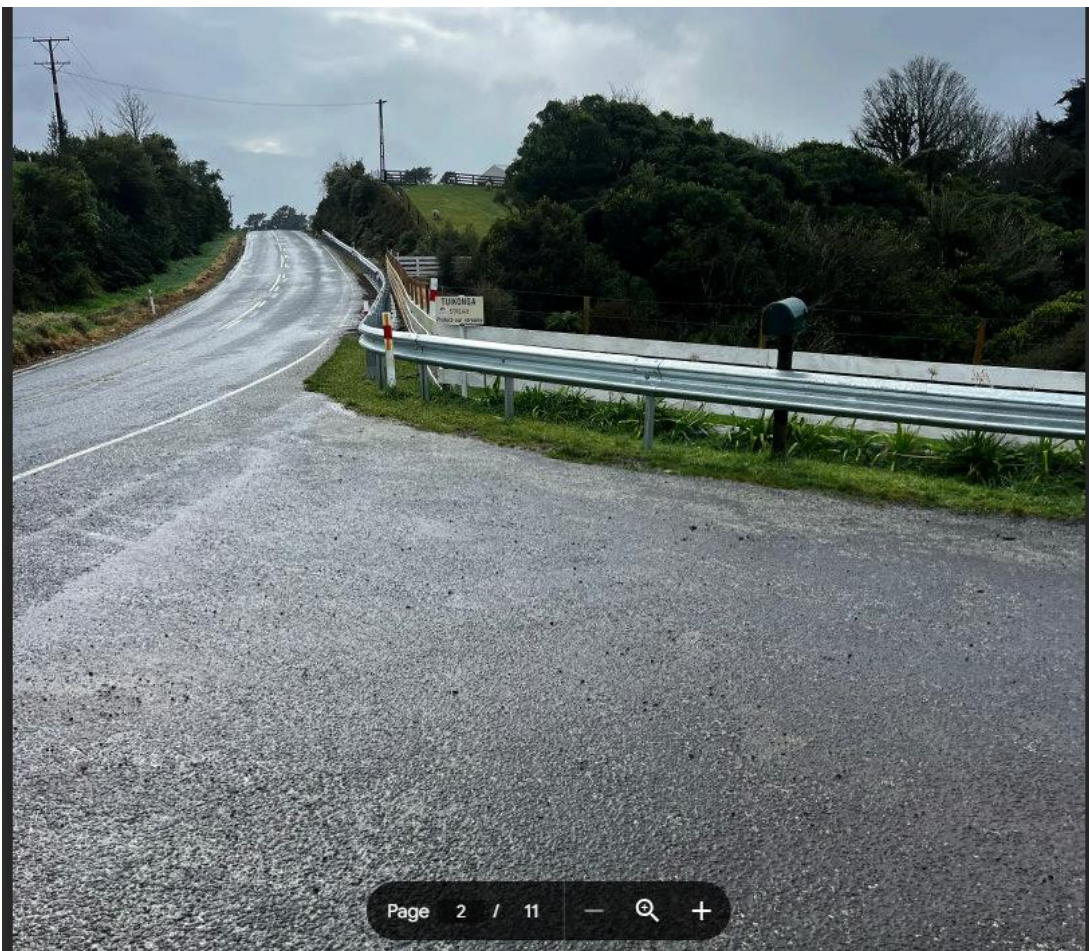


Figure 6 – Roadside Barrier at 273 Opunake Rd.



Figure 7 – Roadside Barrier at 343 Opunake Road.

Interim Speed Management Plan - Speed Limit Reviews outside Schools

The interim Speed Management Plan for the Stratford District was adopted by council on 11 July 2023. The iSMP has been sent to Waka Kotahi for certification. The next step is to include the 30km/h and 60km/h speed limits in the National Speed Limits Register before any signage can be installed.

5. TRANSPORT PLANNING

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

As part of the Better Off Funding package associated with the Three Water Reforms, we have had agreement from Councillors to prepare a business case for the Brecon Road Extension. Some of the Tranche 1 funding will be used to pay for this business case.

As part of the Regional Land Transport Plan, we have been asked to provide a “wish list” of projects to be included in the RLTP for future government funding streams as they become available. The projects nominated are:

- Brecon Road Extension
- Oberon Street Extension to Flint Road
- Upgrade to Monmouth Road East
- Upgrades to local roads used by Waka Kotahi as alternative routes for planned works or un-planned road closures (crashes), eg Salisbury Road.
- Replacement of the footbridge over the Patea River behind the old TSB pool. The bridge is currently 1.2m to be replaced with a 2.5m wide bridge.

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	South Taranaki District Council
RTAG representative:	Vincent Lim
RTC representative:	Mayor Phil Nixon
Date:	11 August 2023

1. MAINTENANCE, OPERATIONS AND RENEWALS – August 2023

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 busy in the last financial year attending to pavement maintenance and flood damage work with associated drainage and environmental maintenance work.

The overall maintenance expenditure to end of 30 June 2023 is at 122% of the approved budget excluding flood damage work. Therefore, we have overspent by \$1,584,000 on our maintenance work. The contributing factors are cost adjustments and wet weather.

We have had a discussion with our road maintenance contractor, Fulton Hogan on ways we can better monitor our roading expenditure to match our approved budget in the current year. We have decided that tighter programming of work by Fulton Hogan which must be approved by our roading engineers' representatives will result in better financial outcomes.

Renewals - This work provides for non-routine planned periodic renewal of sealed and unsealed road pavements, drainage, and structures.

HEB has completed the resealing work for 2022/2023 at the end of March 2023. We only managed to achieve about 4% of the total reseal area compared to our level of service target at 6% even though we overspent by \$96,000. This is due to the cost of bitumen being approximate 30% more costly than the original tender price.

All the pavement rehabilitation works for the year have been awarded to various Contractors and all works are completed. We have also overspent by \$524,450.00 on pavement rehabilitation.

5214 - Pavement Rehabilitation	Year to Date	Comments
<i>Bayley Road - carryover</i>	\$107,795.00	Completed
Tauhuri Street	\$496,558.00	Completed
Railway Street RP275-450	\$364,680.00	Completed
London Street RP192-339 (SH3 to York St)	\$195,025.00	Completed
Princes St/HighSt asphaltic overlay	\$719,550.00	Completed
Mid Parihaka Road	\$638,570.00	Completed
Waitotara Valley Rd + Misc	\$273,000.00	Completed
Total	\$2,795,178.00	Completed

No footpath renewal work has been undertaken this year due to over expenditure in other areas.

The overall maintenance and renewals expenditure to end of 30 June 2023 is at 113% of the approved budget. Council must fund an additional \$1,794,000 of its own money due to the shortfall of Waka Kotahi subsidised budget approval.

2. EMERGENCY WORKS – IF APPLICABLE

There were five events last financial year totalling \$2,385,415 that were approved by Waka Kotahi. The last event which was in May 2023 had an approved budget of \$219,200 but we have only completed and claimed \$122,138. We are expecting the balance will be reallocated to 2023/24 financial year.

3. LOW COST LOW RISK

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

We are currently programming to carry out the work for road to zero project, bridge upgrade and walking and cycling. It is expected that majority of the work will be done in the next financial year.

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

No funding was received for road widening and including one of our bridges that was proposed for replacement was removed from our list.

Overall, we are a bit behind on the programme. However, all projects have been identified and are in various stages of progress and projected to be completed at the end of this financial year.

4. TRANSPORT PLANNING


Speed Management Plan. We have engaged GHD consultants to assist us with the preparation of the Speed Management Plan. The interim SMP has been certified by Waka Kotahi. We have been congratulated on how well we have done on producing this interim SMP that GHD consultants have asked for our permission to use as an exemplar to other districts that are currently working on their plan.

We are now implementing the ISMP and creating new speed area for certification in the National Speed Limit register and correspondingly our road maintenance contractor is busy installing the speed limit signs.

We are also busy working on the main SMP which must be ready for TRC in August, so consultation can be started in September 2023. The consultation document has been approved by Council and we are now formatting the document for changes made by Council.

We are reviewing our Activity Management Plan and budgeting for the next Long Term Plan. We are planning to increase our road maintenance and renewal expenditures by an overall increase of 20% to cover inflation and construction cost increase. Other increases expenditure includes increase requirement for traffic management plan, resource consent, and larger culvert with fish passage required when replacing old culverts to meet the Freshwater and Fish Passage plans.

5. Customer Services

Roading, Lighting and Stormwater Response KPI											
Report Criteria		Request From Date :		01/07/2022							
		Request To Date :		24/05/2023							
		Request Type		ALL							
											
Category CRD - Roading											
Request Priority	Ongoing	Ongoing %	0-2 Days	0-2 Days %	3-5 Days	3-5 Days %	6-9 Days	6-9 Days %	10+ Days	10+ Days %	Total
Urgent	2	5.00	34	89.00	1	3.00			1	3.00	38
High	7	1.00	533	88.00	31	5.00	11	2.00	21	3.00	603
Medium	15	4.00	328	81.00	22	5.00	11	3.00	27	7.00	403
Low	2	4.00	40	82.00	2	4.00	2	4.00	3	6.00	49
TOTAL CRD	26	2.38	935	85.54	56	5.12	24	2.20	52	4.76	1093
Category CSW - Storm Water											
Request Priority	Ongoing	Ongoing %	0-2 Days	0-2 Days %	3-5 Days	3-5 Days %	6-9 Days	6-9 Days %	10+ Days	10+ Days %	Total
Urgent			10	100.00							10
High	2	1.00	122	87.00	5	4.00	3	2.00	8	6.00	140
Medium			63	94.00	1	1.00	1	1.00	2	3.00	67
Low			8	80.00					2	20.00	10
TOTAL CSW	2	0.88	203	89.43	6	2.64	4	1.76	12	5.29	227
Category CLI - Street Lighting											
Request Priority	Ongoing	Ongoing %	0-2 Days	0-2 Days %	3-5 Days	3-5 Days %	6-9 Days	6-9 Days %	10+ Days	10+ Days %	Total
Urgent			4	100.00							4
High			112	97.00	2	2.00	1	1.00			115
Medium	1	2.00	55	93.00	1	2.00			2	3.00	59
Low			9	75.00	1	8.00			2	17.00	12
TOTAL CLI	1	0.53	180	94.74	4	2.11	1	0.53	4	2.11	190
TOTAL	29	1.92	1318	87.28	66	4.37	29	1.92	68	4.50	1510
<p>STDC have received a total of 1510 Customer Service Request to 24th May 2023. 95% of the requests were responded within the 5 days.</p>											



The Eltham Road Rehabilitation on London Street and Railway Street. The intersection is constructed using concrete to withstand the high stress impact from heavy trucks.



The Mid Parihaka Road Rehabilitation project began in November 2022 and was completed in February 2023. The rehabilitation work focused on restoring the pavement serviceability, including drainage renewal and road widening to improve the safety of people using it.



The Roding team is carrying out water-cutting on Bridge St Eltham and Skeet Road to remove excess bitumen from the road surface before winter. This involves using high-pressure water to literally blast off, and then vacuum up, the excess material improving the skid resistance of the road surface for the travelling public.



Over the last month, we have received several complaints regarding the potholes and surface area at the intersection of Skeet Road and Palmer Road. We can now advise that the intersection was repaired in April. The damaged area was dug out and prepared for the laying of asphalt using a specialist asphalt laying machine by the contractor Waina Civil. The surface finish is nice, clean and safe for traffic to use.



After the extensive storm damage, the Mid Parihaka Bridge sustained in the February 2022 flood event, the local community has become

concerned about the possibility of a recurrence of further damage to the bridge. As a precaution, the upstream and downstream areas of the bridge have now been cleared of any build-up of river metal before the coming winter. TRC was involved in the process, initially with a site visit and was part of further discussions and provided advice on how this work could be completed within the existing TRC rules. The clearance work has now been completed by a Council-approved contractor and the area will be monitored on an ongoing basis to prevent further material from coming down the river and building up at the bridge site.



Rowan Road between Eltham Road and Skeet Road has been identified as needing significant road maintenance, due to several historic issues (including an increase in the weight limits permitted on heavy motor vehicles, and a lack of corresponding pavement thicknesses to cope with these heavier vehicles). As part of the proposed repair work, extensive dig-out repairs are underway on this section of Rowan Road, these dig-outs will be sealed to prevent further damage over the coming winter.



The Nukumarū Station Road project is progressing well with pavement formation

reaching 90% complete. Archaeological findings continued this week, and some artefacts (Māori gardening tools) have been found over the wetland (swamp area). These have been recovered with the assistance of a specialist conservator. The artefacts are now being conserved in a laboratory in New Plymouth with the destination for these objects, once conserved being decided by Ngāti Ruaiti and Nga Rauru. The State Highway intersection shoulder sealing work is also scheduled to commence shortly.



There is a new Road Layout at the Collins - Grey Street intersection in Hāwera. Flexible traffic separators and flexi bollards were installed.

along the Collins and Grey Street intersection. These were installed as multiple complaints were received about road users not abiding by the 'No Right Turn' sign heading to and through Grey Street from the Collins Street end. There are "New Road Layout" and "Altered Intersection" signage installed at either end to warn the road users of the change in road layout.



As part of the annual STDC road rehabilitation programme, the 25-year-old asphalt on High

Street has been replaced between Albion Street and Argyle Street in Hāwera. At the same time, the carriageway (not the parking areas) on Princes St was asphalted between High St and Grey St, and a section of old asphalt on Victoria St (opposite Nelson St) was repaired. The works were carried out at night, to minimise any disruption to the travelling public and to local businesses.



A large overslip has closed a section of Moeawatea Valley Road, and this will be removed in the coming months to re-open access to Rewi Alleys Cottage.



Road damage during logging operation resulting in road not trafficable. Morea Road



Wet weather and poor drainage resulting in road being closed. Upper Parihaka Road.

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	New Plymouth District Council
RTAG representative:	Rui Leitao
RTC representative:	Councillor Harry Duynhoven
Date:	August 2023

1. MAINTENANCE, OPERATIONS AND RENEWALS

1.1 Maintenance, Operations and Renewals

New Plymouth District Council (NPDC) maintenance, operations, and renewals in 2022/23 were kept to \$22M and we'll target about the same for 2023/24. Our greatest risk area for the year ahead and the next 10-years is the impact of forestry haulage on our network, in particular Tarata Road.



1.2 Inflation

The high inflation in construction has seriously impacted the value of an already reduced Waka Kotahi allocation to NPDC on maintenance, operations and renewals. Our plan will be to keep to the NPDC approved allocation for 2012-24, through risk based holding and/or deferral strategies. This is rate of investment is not sustainable and it's likely that we'll have a (30%) cost increase in maintenance, operations and renewals proposed for the next LTP/NLTP, to catch up on deferred work and the impact of inflation adjustments.

2. EMERGENCY WORKS

In August 2022 the New Plymouth was hit by a weather event, where the first response cost was **\$524K** and the planned reinstatement of 15 sites in the network estimated at **\$4.86M**. There are still 9 sites from this event in the process of being reinstated.

Cyclone Gabrielle in February 2023 was less impactful on NPDC, that in other areas in the north island, with only approximately \$170K in damages.



Early May was again very wet, and resulted in flooding, slips and washouts, and required road closures. Only 1 urban site required major works and that work along Ngamotu Rd is in progress.

3. ROAD IMPROVEMENTS

The three principal areas of improvements are related to crash mitigation at intersections, network walking and cycling improvements and safety around schools. As for maintenance, operations and renewals, the impact of inflation, not only in construction but also on the organisation has meant that we will have to defer a number of minor improvements (Low Cost/Low Risk projects) currently in the 2021-24 NLTP. Projects in progress include:

- Mangorei Rd NPGHS Improvements (Pedestrian Crossing - Northgate) – This work will commence two weeks before the next school holidays and run through the holiday period.
- Mangorei Rd Shared Pathway (Tupuhi PI to Mangorei School) – Construction has commenced.
- Parklands Ave/Mangati Rd Intersection RAB – Construction is completed.
- Windsor Walkway – A pre-commencement planning in progress, with work planned for commencement in October.
- Coastal Pathway extension (Waitara – Mangati/Bell Block) – Successful public engagement has been completed and commencement is planned to start from the Waitara end.
- Patterson Rd Improvements – Construction for 2023/24
- Ainslee St Walkway – Construction for 2023/24
- AhuAhu Rd Bridge Replacement – Construction for 2023/24
- Weld Rd Pathway – Construction for 2023/24
- Speed Management Programme – This Road to Zero programme of posting lower speeds around schools is continuing and will include traffic calming to enhance the need to drive slowly around schools.
- Brois St/Govett Ave Intersection – Minor safety improvements will be implemented to lower speeds through this intersection.

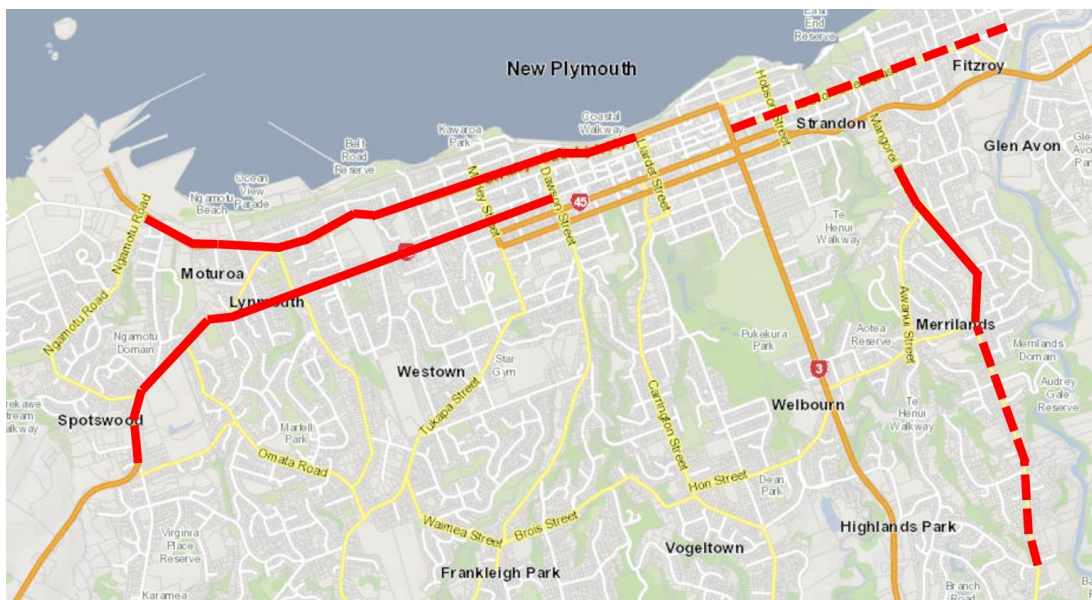
4. TRANSPORT CHOICES

NPDC have been given an opportunity through the Climate Emergency Response Fund's 'Transport Choices' package, to develop a connected and safer transport network for cycling, that aligns with our strategic visions and aspirations.

Waka Kotahi have allocated NPDC a **\$16.875M** funding allocation (at 100% FAR) for the programme that we put forward. We are currently fast-tracking the pre-implementation/design phase of what is realistic, what is achievable, engaging and socialising this with our community.

The routes being scoped include both State Highways and Local Roads, as follows:

- Site 1 - Devon St West (Barrett-Dawson)
- Site 2 - Mangorei Rd (Rimu-Branch)
- Site 3 - St Aubyn St (Ngamotu-Liardet)
- Site 4 - Devon St East (Eliot-Clemow)



Based on cost and ability to deliver by 30 June 2024, NPDC is likely to focus on sites 1 and 2, but will have the designs ready for sites 3 and 4 in readiness for future opportunities.

Community feedback on the concept designs will run until the 18th August, before going back to Council for consideration.

5. ACTIVE MODES – WALKING AND CYCLING

5.1 Transport Choices

Planning is underway for behaviour change activities that will wrap-around the Transport Choices infrastructure works. A broad programme of community-facing activities will be delivered to encourage safe use of the new infrastructure.

5.2 Events

Planning is well underway for our annual Fresh Air Challenge campaign primarily targeted at workplaces and schools. This campaign runs the month of September with the intention of being a spring-board into ongoing sustainable travel behaviours. Planning is also underway for our summer

event series. Ten events will be delivered across the district from November through to March. The final programme will be available in September.

5.3 Schools

The school cycle and scooter skills training calendar is fully booked until the end of 2023. For the 2022/23 year over 1500 students received cycle skills training with the same number receiving scooter skills training. Preparation has begun for ROI for the 2024-2027 contract for delivery of the programme.



Marfell Community School recently celebrated the opening of its all-wheels track which provides a safe, off-road option for local tamariki to ride their bikes, scooters and skates. The track upgrade involved replacing the old, unsealed track with a new 1.8metre wide concrete surface and has been supported by Let's Go and Downer through their gain share programme. The track now provides for all wheels and capabilities.



Figure 1 Marfell Primary School's upgraded all wheels track

The primary focus of the school advisers for term three is the Fresh Air Challenge and supporting school engagement in a number of transport planning and infrastructure projects.

6. TRANSPORT PLANNING

NPDC are in the process of preparing its Integrated Transport Framework, in order to feed in to the next LTP/NLTP. The strategic investment logic map process is complete and work is in progress with the programme business case and now modelling is now in progress. An early view of the modelling output highlights massive congestion issues ahead, all along SH3 between Mangorei Rd and De Havilland Drive.

Even though not mandatory, NPDC's next LTP will have a KPI to align with the Governments emissions reduction plan for Aotearoa. The key challenge will be how to reduce our light vehicle travel (vehicle kilometres travelled) in urban centres by 20% by 2035. We expect 'Transport Choices' and the review of public transport will help us in that direction.

NPDC and TRC officers are working together to develop a coordinated approach to prioritising, planning and delivering PT infrastructure. The councils are aware that bus stops are the first introduction to the level of service in our region's public transport network and have a critical role in customer satisfaction of the overall journey. Officers will invest in PT infrastructure facilities to ensure they are accessible, safe and weather-tight.

Officers will continue to consider infrastructure changes as a result of individual requests and other infrastructure works, while also focusing on forward planning by investigating Bee card data to assist with understanding customer demand for specific stops and bus route reviews.

The following actions will be undertaken:

- Complete a Warrant of Fitness on our current infrastructure, addressing issues such as overall state, weather tightness, seating, state of bus information panels, and currency of information.
- Develop a prioritised list to make necessary urgent improvements across the network, such as the replacement of timetables, timetable cases and minor repairs.
- Consult on existing requests for shelters where sites permit.
- Identify a 3-year program for new shelters in the NPDC district
- Develop minimum standards /guidelines for bus stops

Investing in great facilities for passengers is essential as it forms part of the solution to attracting more people to use public transport.

AGENDA AUTHORISATION

Agenda for the Regional Transport Committee meeting held on Wednesday 6 September 2023.

Approved:

A handwritten signature in blue ink, appearing to read 'S J Ruru', with a long horizontal stroke extending to the right.

30 Aug, 2023 1:29:55 PM GMT+12

S J Ruru
Chief Executive