



# **AGENDA**

## **Regional Transport**

Thursday 8 June 2023, 10.30am

## Regional Transport Committee

08 June 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! Taiki 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** 8 June 2023

**Subject:** **Confirmation of Minutes – 1 March 2023**

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

**Document:** 3176827

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### **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 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**

### **Appendices/Attachments**

Document 3151268: Minutes Taranaki Regional Transport Committee – 1 March 2023



**Date:** 1 March 2023, 10.30am  
**Venue:** Taranaki Regional Council Boardroom, 47 Cloten Road, Stratford  
**Document:** 3151268

<b>Present</b>	Councillors	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
<b>Attending</b>	Mr	M Nield	Taranaki Regional Council
	Ms	S Downs	Waka Kotahi NZ Transport Agency
	Ms	L Stewart	Waka Kotahi NZ Transport Agency
	Mr	S Bowden	Stratford District Council
	Mr	S Knarsten	New Plymouth District Council
	Ms	F Ritson	Taranaki Regional Council
	Mr	A Wongtoo	New Zealand Police
	Mrs	M Jones	Taranaki Regional Council

**Apologies** Apologies were received from R Leita, E Borrowes and L Hawkins.  
Cloke/Duynhoven

# 1. Confirmation of Minutes Regional Transport Committee – 31 August 2022

## Resolved

That the Taranaki Regional Transport Committee:

- took as read and confirmed the minutes of the Taranaki Regional Transport Committee meeting held at 47 Cloten Road, Stratford on Wednesday 31 August 2022 at 10.30am
- noted that the unconfirmed minutes of the Taranaki Regional Transport Committee held at 47 Cloten Street, Stratford on Wednesday 31 August 2022 at 10.30am, have been circulated to the New Plymouth District Council, Stratford

District Council and the South Taranaki District Council for their receipt and information.

**Matters Arising**

Mr T Cloke requested circulation of the Safety Report. L Stewart – Waka Kotahi will circulate this.

Cloke/Walker

**2. Regional Transport Advisory Group Minutes – 9 December 2022 and 8 February 2023**

*\*10.41 Mr A Wongtoo NZ Police joined the meeting\**

**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 Wednesday 31 August 2022 at 10.30am
- b) noted that the unconfirmed minutes of the Taranaki Regional Transport Advisory Group held at 47 Cloten Street, Stratford on Wednesday 9 December 2022 at 10.30am, have been circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for their receipt and information.

Nixon/Volzke

**3. Key Functions and Terms of Reference**

- 3.1 Mr M J Nield spoke to the Memorandum to advise members of the functions of the Regional Transport Advisory Group and provide an over view of the roles and responsibilities.

**Resolved**

That the Taranaki Regional Transport Committee:

- a) noted the role of regional transport committees, as required by the *Land Transport Management Act 2003*
- b) received and endorsed the Terms of Reference for the Regional Transport Committee for Taranaki, subject to any comments received
- c) received and endorsed the Terms of Reference for the Regional Transport Advisory Group for Taranaki, subject to any comments received
- d) noted the decision by Stratford District Council to again join the Taranaki region in respect of transport matters, and that a Memorandum has been signed.

Cloke/Duynhoven

**4. Work Programme including the Regional Land Transport Plan Review**

- 4.1 Ms F Ritson, Senior Policy Analyst, spoke to the memorandum to provide an overview of the Committee's core work programme for the new Triennium.

*\*11.16am M Webby STDC Joined meeting\**

*\*11.17am H Duynhoven Left meeting\**

**Resolved**

That the Taranaki Regional Transport Committee:

- a) received the memorandum, Work programme including the Regional Land Transport Plan review
- b) noted the early signals provided around likely updates needed to the Regional Land Transport Plan for the 2024-27 period
- c) noted that the Committee will be a key stakeholder in the Council's development of a Better Travel Choices Strategy for Taranaki.

Cloke/Stewart

**5. Developing the Regional Speed Management Plan**

- 5.1 Ms F Ritson, Senior Policy Analyst, spoke to the memorandum on the development of the Regional Speed Management Plan and to seek support for the RSMP draft strategic guiding framework.

**Resolved**

That the Taranaki Regional Transport Committee:

- a) received the memorandum titled, *Developing the regional speed management plan*
- b) supported the proposed strategic framework drafted for the regional speed management plan so that it can guide the development of the individual speed management plans in the region
- c) noted that the externally-facilitated workshop on speed management, is scheduled for 22 March 2023.

Cloke/Volzke

**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

Cloke/Nixon

**7. Regional Road safety update**

- 7.1 Ms M Webby – Road Safe Taranaki, spoke to the memorandum to update members on road safety activities in the region.
- 7.2 Mr A Wongtoo - New Zealand Police, spoke to the Committee to provide and update on the Road to Zero.

**Resolved**

That the Taranaki Regional Transport Committee:

- a) noted and received with thanks the update on Road safety activities in the region provided by representatives of the TRSAPG

Cloke/Nixon

**8. Territorial Authorities Update**

- 8.1 Mr P Nixon, South Taranaki District Council Mayor, spoke to the memorandum.
- 8.2 Mr S Bowden, Stratford District Council, spoke to the report updating the committee on transport activities within the Stratford District.
- 8.3 Mr S Knarsten, New Plymouth Council, spoke to the report updating the committee on transport activities within the New Plymouth District.

**Resolved**

That the Taranaki Regional Transport Committee:

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

Nixon/Volzke

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 12.55pm.

**Taranaki Regional**

**Council Chairperson:** \_\_\_\_\_

**A L Jamieson**



**Date** 8 June 2023

**Subject:** **Regional Transport Advisory Group Minutes – 5 April 2023 and 24 May 2023**

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

**Document:** 3175530

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### **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 5 April 2023
- b) receives the minutes of the Regional Transport Advisory Group meeting held at 47 Cloten Road, Stratford on 24 May 2023.

### **Matters arising**

### **Appendices/Attachments**

Document 3164182: RTAG Minutes 5 April 2023

Document 3175662: RTAG Minutes 24 May 2023

## Taranaki Regional Transport Advisory Group (RTAG) Meeting

### MINUTES

**Date** Wednesday 5 April 2023, 10am

**Venue** Taranaki Regional Council (Zoom)

**Present**

Stuart Knarston	NPDC
Nick Dawe	STDC
Aydan Chatterton	Waka Kotahi NZTA (zoom)
Nigel Hurley	Waka Kotahi NZTA
Shawn Scott	Waka Kotahi NZTA
Chris Nally	Waka Kotahi NZTA (zoom)
Fiona Ritson	TRC
Cheryl Gazley	TRC
Kylie Humphrey	TRC

**Apologies**

Adrienne Duffy	Waka Kotahi NZTA
Sarah Downs	Waka Kotahi NZTA
Richard Ashman	Waka Kotahi NZTA
Vinuka Nanayakkara	Waka Kotahi NZTA
Rui Leitao	NPDC
Steve Bowden	SDC
Vincent Lim	STDC
Sarah Hiestand	TRC

**1. Welcome and apologies**

- Apologies were received from: Adrienne Duffy, Sarah Downs, Richard Ashman, Vinuka Nanayakkara, Rui Leitao, Steve Bowden, Sarah Hiestand and Vincent Lim.
- Welcomes were extended to the incoming Transport Engagement Manager Cheryl Gazley.

**2. Minutes of last meeting on 8 February 2023**

**Matters arising:**

Summary of actions from the previous meeting were discussed and noted:

- Shawn Scott's role on the RTAG membership list that was distributed in the agenda is to be amended.
- Rob Service to provide confirmation on funding for the Ahititi stock effluent site.
- Meeting regarding culvert and fish passage has been deferred. Potential to follow on from the next scheduled RTAG meeting.
- Information on at risk bridges has not yet been received by Shawn Scott.

The previous minutes of the RTAG meeting held on Wednesday 8 February 2023 were accepted as true and correct.

### **3. Finalised terms of reference**

Fiona Ritson noted that the Group's updated Terms of Reference (as discussed at the previous meeting) were endorsed by the RTC in March and are now in effect. The following points were noted:

- Future RTAG meetings will alternate the duty of Chair between the four councils, with Stratford District Council to take the lead at the next scheduled meeting.
- The Taranaki Regional Council will still hold the responsibilities of administration support, managing the scheduling and invites of meetings, agenda preparation and distribution, meeting notes and distribution of meeting minutes.

### **4. Update on Regional Transport Engagement**

Fiona Ritson and Charles Woollin spoke to the presentation on screen. The following points were noted:

- The regional transport engagement is underway with broad survey questions available to the public for feedback, along with a regional map for comments.
- The survey is set to close on 30 April with feedback to be sent out. Key comments will be gathered near the end of the month.
- It was noted that it was targeted for travel rather than for recreation.
- Charles spoke to the engagement summary on screen noting that the average time spent on the survey is 3.38 minutes with 448 unique stakeholders engaging and many comments.
- The campaign so far has had media releases in local newspapers, advertising, social media posts, radio interviews and electronic direct mail. Media release reach figures are up to 45,000.
- Categories that have shown the most activity are in cycling, walking and active travel.
- Feedback has shown the public are wanting more bus services and better road surfaces. The highest road safety issue was identified as distractions from cell phone usage while driving and common themes noted trees as hazards at intersections causing poor visibility.
- Moderating the survey is done by identifying the email address and combining common groups.
- Questions surrounding map outputs and post engagement follow up surveys were discussed, noting that this broad type of survey has not been done before at the regional level. Fiona to follow up on the possibility of doing heat maps.

### **5. Preparing the Speed Management Plan 2024**

Fiona Ritson provided a verbal update. The following points were noted:

- The Regional Transport Committee workshop held 22 March 2023 included a 2-hour workshop by GHD regarding speed management.
- The MOU for developing the RSMP has been completed, though Waka Kotahi declined to sign (as anticipated), and NPDC crossed out one line in regard to how districts would support Roadsafes Taranaki in fronting public consultation. This is an

operational matter for the district councils to work through with Roadsafes Taranaki and does not affect the basic process or timeline for developing the RSMP.

- The South Taranaki District Council noted a lot of responses to their interim speed management plan. Issues were identified surrounding the school merger area.

## **6. Proposed changes to regulation of public transport**

A discussion was held by all members on the new Land Transport Management (Regulation of Public Transport) Amendment Bill which is currently at Select Committee. The following points were noted:

- Proposes that councils could own bus services again or continue contracting out.
- Provides much more flexibility for how services are undertaken, and acknowledges the wide range of co-benefits that public transport brings through changing from the Public Transport Operating Model (PTOM) to the Sustainable Public Transport Framework (SPTF).
- Requires regional councils to collaborate more strongly with TAs in developing the Regional Public Transport Plan. Discussion was held on how regional councils work with local councils.
- The suggested Public Transport Committee discussed at the previous meeting was noted as needing to be requested at a governance level.
- Public Transport has decided to move away from consulting with BECA and now engaging with Taith for the route reviews underway.
- NPDC are continuing to work with BECA for their integrated transport plan.

## **7. Developing a better travel choices for Taranaki strategy (BTCS)**

Fiona Ritson provided a verbal update. The following points were noted:

- Taith Consulting have been selected to undertake this project and are currently being engaged formally.
- Getting the draft strategy out for consultation at the same time as the draft Regional Speed Management Plan was noted.
- Stakeholder workshops with councils, Waka Kotahi and a wide range of others are being planned.

## **8. Waka Kotahi updates**

Verbal updates were provided by Chris Nally, Nigel Hurley and Shawn Scott. Highway maintenance updates provided in the agenda that were taken as read. The following points were noted:

### Mt Messenger

- Construction on the Mt Messenger project began in August.
- Large cuts and improvements have been made in the southern end of the project.
- A permanent office is now in operation with 100-150 personnel each day.
- Traffic management has been in place with stop/go to allow for all accesses to be built and are now functioning. It was noted that there are still some isolated activities requiring stop/go management to protect motorists and staff.

- There has been extra security in place due to ongoing protest action, which is still present on the north side of the tunnel.
- The project is continuing to progress with a target end of 2026, though realistically may be April/May 2027.
- As of 5 April 2023 the cableway is officially open.
- The ongoing pest management programme has been doing well with reports of kiwi already returning to the area and positive feedback on ecology.
- Cost estimates have not yet been finalised with ongoing negotiations. This is largely due to legal challenges, escalation, Covid19 and a shortage of resources causing setbacks in the project.
- Increased involvement with Councils, Government, Iwi and DOC have been strengthening stakeholder relationships.

#### SH43

- Sealing of the gorge has commenced with some widening work being put in where applicable.
- The first set of kilometres have been finished with the remaining 9.8km's to commence this upcoming season.
- The current contractor will continue to carry out work on SH43.
- Preliminary works have been underway with pavements deferred to next season.

#### Waitara to Bell Block

- It was noted that future reports will include updates on the major Waitara to Bell Block project.
- The contract to construct the Princess Street roundabout has now been awarded.
- Storm water mains have been installed with the roundabout and underpass construction as the next step.
- It was noted that there was a ministerial event two weeks ago to commence the project.
- Motorists will face interruptions with detours being put in place. Plans to have the road open to traffic is due by the end of April.
- There are a total of four roundabouts planned to be installed with the next one at Waitara Road due to commence in approximately a year. It was noted that feedback is welcome.

#### Maintenance

- Maintenance renewals are due to finish soon. By the end of the week there will only be maintenance patches left to seal.
- Large detours have been identified as being undesirable due to the costs involved with repairing damages. Issues arose with motorists not adhering to detours agreed on by Councils.
- There are three reseals north of New Plymouth due to be finished.
- Emergency works are still in progress with the Tongapōrutu repairs and cutting in Uruti is due to be done later this month.
- There are lots of smaller sites that need to be completed that won't interfere with traffic delays.

- It was noted that ideally all traffic signalled sites will be removed from the network by the end of June.
- The seal failure previously noted in Tariki has now been completed.
- Climie Road was identified as being the biggest granular works this season with next season's granular works to be discussed in detail soon.
- The proposed wire rope instalments and road widening between New Plymouth and Egmont Village was noted as continuing to go ahead, with passing lanes to be taken away and concerns of disruptions on highways once implemented were put forward.
- The larger jobs are complete and remaining work is underway to be completed before winter. It was noted that there will still be problems present for the next five years but will become less as time goes on.

### Planning and investment

- It was noted that there are not many business cases currently.
- Concerns were expressed in regards to New Plymouth's Low Cost Low Risk declining due to the Transport Choices that was awarded. Due to resources and cost escalations, prioritisation has been identified as needing to be revised.
- In TIO there has been 92 open funding requests in central for emergency works.
- RLTP improvements key dates to be submitted into TIO are 31 August 2023 initial continuous programme activities, 8 November 2023 final continuous programme activities, 29 September 2023 initial improvements and LCLR activities, 24 February 2024 final improvements and LCLR activities.
- The project team are currently finishing the strategic case for the Central North Island freight logging study.
- The Tariki bus stop enquiry has been put forward to internal contacts and will need to be put through to council. Waka Kotahi are willing to facilitate and are currently waiting to progress with NPDC.
- Concerns with RUC's not being paid by the rural community was discussed with enforcement being identified as being the responsibility of the Police.
- It was noted here is strain on resourcing and delivery capacity for local roads.

## **9. Development of Regional Transport Plan 2024**

Fiona Ritson provided a verbal update. The following points were noted:

- Revising the strategic framework is currently guidance from the community feedback received during the current engagement, with the next RTAG meeting rescheduled to allow enough time to analyse the responses received.
- Queries surrounding the anticipated draft GPS2024 were discussed, with climate change being at the forefront – both resilience and emissions reduction vital.
- It was noted that there is a placeholder for the Ministry of Transport to hold a roadshow. The MOT wish to present to the June RTC meeting on the draft GPS.
- The need to position the RLTP to access different funding sources, particularly through strengthening the 'wish list' section was noted.

## **10. Council updates**

Verbal updates were provided. The following points were noted:

**STDC – Nick Dawe**

- Community concerns have been noted surrounding the speed management around schools.
- Concerns were noted for emergency works and funds becoming low, with intersections identified as being a challenge. The use of concrete is being considered.
- The troughs originally placed under the streets for people have been removed from townships, which noted multiple accidents had occurred with collisions from motorists. Replacement ideas for features are currently in the planning phase.

#### **NPDC – Stuart Knarston**

- It was noted that there are no new updates to present, with emergency works still ongoing and Transport Choices progressing.
- The Integrated Transport Plan strategic case is requiring comments noting there are gaps for evidence and bus stop information is missing.
- The idea of a new larger bus centre was discussed noting that there were issues with the proposed site on Liardet St and Gill St regarding limited space.

#### **SDC – Steve Bowden**

- There were no available updates.

#### **Public Transport TRC – Cheryl Gazley**

- There were no available updates.

### **11. General business**

- Discussions were held on the substantial Te Ringa Maimoa (formerly Road Efficiency Group) activities, and what value may be being seen.
- Discussions were held on reduced speeds around road works and the communications in relation to safety for the roads and for staff, with Nigel Hurley to provide feedback. It was proposed that community awareness be improved around the lower speed limits associated with some roadworks being not just about road safety but also about helping to 'bed in' the road surface.
- It was noted that Waka Kotahi report closures, not speed reduced areas which have been identified as mostly unplanned closures. It is unknown what system is used to record these closures.

### **12. Actions from meeting**

<b>Action</b>	<b>Responsible</b>
Organise meeting RE: culvert/fish passage (deferred)	Fiona R
Confirmation on funding caravan disposal site at Ahititi STE	Rob S
Confirm/update members to be invited to future RTAG meetings	Kylie H
Amend Shawn S role/position on current members list	Fiona R/Kylie H
Explanation RE: reduced speed areas around roadworks	Nigel H
RUC enforcement details to be confirmed from NZ Police	Fiona R

### **13. Next meeting**

The next meeting is scheduled for 24 May 2023. To be chaired by SDC.

**14. Reminder of forestry hui following RTAG meeting**

The meeting was to be followed by a hui between interested RTAG members and TRC staff (from sections of Land Management, Compliance, Rivers Management, and Consents) on forestry matters. Purpose – To improve understanding by the region’s Road Controlling Authorities (RCAs) of the roles/processes that TRC undertakes in relation to plantation forestry; and understanding by TRC staff of the concerns/impacts that forestry has on the roading network.

**The meeting closed at 12.42pm.**

**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 Rounding 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

<b>Date</b>	Wednesday 24 May 2023, 10am	
<b>Venue</b>	Taranaki Regional Council and via Zoom	
<b>Present</b>	Adrienne Duffy	Waka Kotahi NZTA (zoom)
	Aydan Chatterton	Waka Kotahi NZTA (zoom)
	Bill Clough	TRC
	Cheryl Gazley	TRC
	Chris Nally	Waka Kotahi NZTA (zoom)
	Fiona Ritson	TRC
	Kylie Humphrey	TRC
	Nick Dawe	STDC
	Nigel Hurley	Waka Kotahi NZTA
	Richard Ashman	Waka Kotahi NZTA (zoom)
	Shawn Scott	Waka Kotahi NZTA
	Stephen Bowden	SDC
	Vincent Lim	STDC
	Vinuka Nanayakkara	Waka Kotahi NZTA
<b>Apologies</b>	Rui Leitao	NPDC (Technical issues)
	Stuart Knarston	NPDC

#### 1. Welcome and apologies

- Apologies were received from: Stuart Knarston and Rui Leitao.
- Welcomes were extended to: Vinuka Nanayakkara and Bill Clough.

#### 2. Minutes of last meeting on 5<sup>th</sup> April 2023

##### Matters arising:

Summary of actions from the previous meeting were discussed and noted:

- Rob Service to provide confirmation on funding for the Ahititi stock effluent site not received. Follow up with Rob for update. Discussion to be held later regarding funding for caravan disposal point.
- Meeting regarding culvert and fish passage has been deferred.

The previous minutes of the RTAG meeting held on Wednesday 5<sup>th</sup> April 2023 were accepted as true and correct.

### **3. Discussion on Future Transport Engagement**

Fiona Ritson spoke to the interim report attached to the agenda that was taken as read. The following points were noted:

- The interim report has been circulated with the final report due 31<sup>st</sup> May 2023. This will include greater analysis.
- It was noted that this is the first time this type of survey has been done by TRC and very pleased with the response.
- Results from the survey showed getting from A to B was lowest ranked and the willingness of the public to accept longer journey times.
- Receiving a broader range of response from outside council was appreciated.
- A later consultation will be done with a draft in October 2023.
- It was noted that detailed explanation in the survey covered the differences between local roads and state highways.
- There were no comments included surrounding the potential issues of slower and heavy vehicles delaying traffic flows with the centre barriers installed.
- It was confirmed that there was a small trial of cameras in operation to monitor mobile phone usage while driving, with future discussions to be held.
- Before and after reviews were discussed with the district councils to be responsible after any changes implemented.
- With the level of positive feedback received, it was suggested it would help if some of the respondents attended council meetings to support proposals.

### **4. Developing Better Travel Choices for Taranaki strategy (BTCS)**

Fiona Ritson provided a verbal update. The following points were noted:

- Taith Consulting are currently undertaking a Public Transport Network Review which will feed into the RPTP section of the BTCS. Taith expect to report to Cheryl Gazley soon regarding the network review. This work does not duplicate previous work done with BECA.
- Taith Consulting are also undertaking the BTCS project, which is being structured into three key parts:
  - Part 1 – High Level Mode Shift Plan
  - Part 2 – Regional Public Transport Plan
  - Part 3 – Regional Active Travel Strategy.
- As part of their BTCS work Taith Consulting facilitated the first of three stakeholder workshops on 19 May. Subsequent stakeholder workshops have been scheduled for 9 June and 3 August.
- The draft BTCS will be out for consultation at the same time as the draft Regional Speed Management Plan, as part of mitigating engagement fatigue.
- It was noted that timeframes remain tight. Aim to finalise early 2024, being an important building block for the RLTP.

## 5. Waka Kotahi updates

Highway maintenance updates provided in the agenda were taken as read. Verbal updates were provided by Chris Nally, Nigel Hurley, Vinuka Nanayakkara, Richard Ashman, and Shawn Scott. The following points were noted:

### Mt Messenger

- Construction on the Mt Messenger project is now in off-season.
- Bulk earthworks have been completed and the cable way is now in operation.
- Traffic management with stop/go will continue for the first two weeks of June.
- Next year tunnel building work will begin through Mt Messenger. It was noted that special equipment has been brought in from overseas for the project.
- Petition raised to halt work on Mt Messenger bypass now before courts.
- It was noted that Waka Kotahi is proud of the working relationship with Ngāti Tama throughout the project.
- Special thanks was given to Waka Kotahi for hosting the recent SH3WG meeting on site.

### SH43

- Sealing of the Tāngarākau Gorge will continue over winter with 2.4 km's completed and a further 5 km's to be sealed this coming season.
- SH43 Kahouri bridge work has been awarded. Work due to start in June 2023.
- The current contractor will continue to carry out work on SH43.
- Preliminary works have been underway with pavements deferred to next season.

### Waitara to Bell Block

- Work to construct the Princess Street roundabout, underpass, and relocation of services has started, with road widening underway.
- It was noted that due to recent storm damage, more road side vegetation was removed than planned.
- Minimal complaints have been received from public in regards to ongoing work.

### Maintenance

- Stratford roundabout work was scheduled for 27<sup>th</sup> and 28<sup>th</sup> May. Work has been delayed due to railway permits.
- Ngāmotu Road works had been deferred due to third party works underway at the time.
- Work scheduled for the new season for Egmont Village includes road widening, culvert replacement, and barrier work.
- More barriers are being looked into between Egmont Village and Hāwera.

- It was noted that the recent under slip on SH3 has had a culvert replaced, road structure completed and awaiting reseal. Two days of repair works were carried out with more expected next year.
- Tongapōrutu is awaiting pavements to be completed with AC due to the time of year. The site will receive further work next year in conjunction with a nearby rehab site.
- Next seasons projects will be updated at the next meeting.

#### Planning and investment

- The deadline for initial continuous improvements to be submitted into TIO is 31 August 2023. Priority work lists should include detailed supporting evidence for each case to ensure best chance of being accepted. Details of VKT reductions, key roads susceptible to flooding and climate change should also be included.
- Low Cost Low Risk improvements are due in TIO by 29 August 2023. It was noted that the draft report will be available in spreadsheet format by the end of July to early August for comment.
- It was noted that the Budget announced \$140m over 7 years for the resilience program.
- Funding available for 12 months for stock effluent maintenance programme.

#### **6. Development of Regional Transport Plan 2024**

Fiona Ritson provided a verbal update. The following points were noted:

- Release of draft GPS 2024 has been pushed out and is now expected 8 June 2023.
- Development timeframe. TRC usually ask for transport programme input from DC's in Sept/Oct but will not be setting firm date until TIO is accessible and can access its functionality for collating the RLTP.
- Resilience clearly front of mind, but how this is defined is crucial as means different things to different people. The Group considered a proposal to review the weightings of the ILM completed in late 2023 with the lens of the severe weather events seen since then. It was decided not to adjust the ILM weightings as they still set the long-term aspirations for the region. Climate change resilience is the new normal for maintenance and operation considerations. Keep weightings, adjust wording slightly to be more explicit about climate change resilience.
- Discussion on potential value of developing resilience concern heat maps was held by members. The general opinion noted that it was not worth the considerable effort, with events able to occur anywhere on the network. Need to ensure that climate change resilience is considered in everything we do, assuming more severe and frequent weather events are the new norm.
- Discussion held on the work of the Civil Defence Lifelines Group, and potential areas of use to the RLTP.
- Noted that any business case for the LTP is measured against the current GPS not the future one.

## **7. Council updates**

### **SDC – Steve Bowden**

Written report attached to the agenda was taken as read. The following points were noted:

- SDC is heading towards significant overspending, with the likelihood of needing to bring forward \$700k from next year's budget. Cost escalation of 18% was noted with an additional spend of \$1 million fixing forestry roads.
- Footpath work for the year is completed.
- Curb and channel program is nearing completion, with old retaining wall work still to be done under renewals.
- Currently two emergency work projects are underway at Ōpunake Road and Whitianga Road with costs of approximately \$600k.
- Majority of the Road to Zero work is complete.
- Interim Speed Management Plan has been sent to Aydan Chatterton for review.

### **STDC – Vincent Lim**

A verbal update was provided with a draft report to follow.

- Costs have risen 18% with corresponding impacts on the available budget.
- Intersection renewal with asphalt typically costs \$20k. Intersections with heavy vehicle traffic are now being done with concrete at a cost of \$30k as this provides a much better life value.
- No funds currently for footpath work.
- Reseal work not completed due to increased maintenance costs.
- Low Cost – Low Risk work is still being done.

### **NPDC – Rui Leita**

- No update available due to technical issues. Draft report to be received.

### **Public Transport TRC – Cheryl Gazley**

A verbal update was provided.

- Route review from Taith is currently in progress involving a large volume of work that will be divided into low cost and quick to do projects.
- Procurement for Citylink services was noted as coming up for renewal.
- CERF funding was noted as a preferred joint application with the District Councils. A meeting between Councils to discuss will need to be arranged.
- Bus services further south are going to be looked into.
- The E-Bus trial noted in the previous meeting is due in August 2023 and is awaiting confirmation on the commencement date.
- Planning to review hydrogen fuel options as well.

## 8. Preparing the Regional Speed Management Plan 2024

Fiona Ritson provided a verbal update. The following points were noted:

- Work is still underway on the RSMP, which will go through to early 2024.
- TRC originally aimed to provide RSMP on one map utilising Social Pinpoint. This may not now be used for the regional consultation – will be a core discussion at next RSMP Group meeting on 12 June.
- The time frame for delivery remains the same with consultation materials needed from District Councils by the end of August 2023.
- Conversations are still required with Waikato and Horizons districts.
- Discussion on speed signage was held between members.
- Steve Bowden to present the SDC plan to council on 27 June for guidance from the council on their preferred approach/staging.

## 9. RTC – Thursday 8 June 2023

Fiona Ritson provided a verbal update of the planned agenda. The following points were noted:

- Draft GPS is due from MOT on 8 June 2023. It was noted that there is a placeholder for the Ministry of Transport to hold a roadshow. The MOT are to present to the June RTC meeting on the draft GPS.
- Waka Kotahi are holding a Road to Zero workshop following on from the lunch break.
- Discussions have begun for RTC chairs to establish a Lower North Island RTC Chairs forum to include Greater Wellington, Horizons, and Hawkes Bay.
- AO Updates are required to be sent in to be attached to the RTC agenda.

## 10. General business

- Discussions were held on stock effluent facilities and plans. TRC have a regional strategy in place, with update of this deferred until after national work is complete. Waka Kotahi has been undertaking a national strategic case with around 33 cases noted as priority. TRC continues advocating for sites in Piopio and Ruapehu. Nigel Hurley wants to be sent any information available as he may be able to help.
- Discussion was held on comments made about a log levy paid by forestry, currently at 33c/tonne. The whereabouts of the funds held and who is administering them is unknown. Comments indicate the fund currently sits at \$28m.

## 11. Actions from meeting (or held over from previous)

Action	Responsible
Organise meeting RE: culvert/fish passage (deferred)	Fiona R
Confirmation on funding of caravan disposal site at Ahititi STE	Rob S
Connect Nigel with the national STE work underway	Fiona R

Log Levy fund to be followed up with Sarah D	Vinuka N
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## 12. Next meeting

The next meeting is scheduled for 10.00am Wed 12 July 2023. To be chaired by NPDC.

**The meeting closed at 12.36pm.**

### 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 Roding 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



**Date** 8 June 2023

**Subject:** **State Highway 3 Working Group Minutes – 10 May 2023**

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

**Document:** 3175556

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### **Recommendations**

That the Taranaki Regional Transport Committee:

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

### **Matters arising**

### **Appendices/Attachments**

Document: SH3WG Meeting Minutes 10 May 2023

**Minutes of the SH3 Working Group meeting**  
held at 10.30am on Tuesday 10 May 2023  
Mt Messenger Alliance Office

**Present:**

Alan Jamieson (Cr)	Taranaki Regional Council
Tom Cloke (Cr)	Taranaki Regional Council
Mike Nield	Taranaki Regional Council
Cheryl Gazley	Taranaki Regional Council
Fiona Ritson	Taranaki Regional Council
Mich'eal Downard (Cr)	Waikato Regional Council
Nigel King	Waikato Regional Council
Harry Duynhoven (Cr)	New Plymouth District Council
Linda Stewart	Waka Kotahi
Dave Perry	Waka Kotahi
Chris Nally	Waka Kotahi
Caleb Perry	Waka Kotahi
John Sutton	NZ Automobile Association
Steve Chapple	National Road Carriers <i>joined at 11.20am</i>

**Chair:** Alan Jamieson Chair, Taranaki Regional Transport Committee

**1. Welcome**

The Chair welcomed those present and apologies were given. The group did a round table of introductions.

**Apologies:**

Sarah Downs	Waka Kotahi, Taranaki
Angela Strange (Cr)	Waikato Regional Council
Gavin Todd (Cr)	Waitomo District Council
Robert O'Keefe (Snr Sgt)	NZ Police, Taranaki
Pat Duffy (Sgt)	NZ Police, Taranaki
Rui Leitao	New Plymouth District Council

**2. Notes from the previous meeting**

Notes from the previous Working Group meeting of 13 September 2022, previously circulated were taken as read and confirmed as accurate.

**Approved**

**Matters Arising**

In relation to items 4.6 & 4.7 Mike Nield and Nigel King will follow up.

### **3. History and Terms of Reference**

Mike Nield provided an update on the history and terms of reference for the SH3 Working Group. The following points were noted:

- 3.1. SH3 is a critical link between Taranaki and the Waikato.
- 3.2. The role of the group is to advocate on behalf of SH3. To get people from the regions together to work collaboratively, previously SIG investments have also been involved.
- 3.3. The group is here today to see more investment in the road north and want to continue to add work and investment.
- 3.4. The purpose, approach and objectives of the group are included in the Terms of Reference (page 30 of the agenda).
- 3.5. Chairing alternates between the Chairs of the Taranaki RTC and Waikato RTC. TRC are happy to continue to organise the administrative aspects with involvement from WRC.
- 3.6. It was queried what implications a ferry connection between New Plymouth and Nelson would have on the SH3 network. This should be a focus for the future.
- 3.7. Mike raised a query around how Waikato were managing resistance from TAs around weather events on outer roads that are unable to cope. Network improvements and maintenance are important.
- 3.8. Linda noted that the role of the SH3WG is to prioritise investment in the context of wider regional opportunities. Decision making sits with the RTCs for each region.
- 3.9. A discussion was had around the resilience of highways, there were still a number of blockages on highways and this needed to be a focus. Mike noted that studies are being undertaken and route work is being completed.
- 3.10. Tom noted that the group needed involvement from Iwi. It was noted that there has been great success with Ngāti Tama on the Mt Messenger project.
- 3.11. It was endorsed that representatives from Ngāti Tama and Ngāti Maniapoto be invited to attend meetings.

### **4. Waka Kotahi Update:**

Dave Perry gave a brief verbal update. The following points were noted:

- 4.1. Three rehabs/ reseals – 20 lane kilometres. Resilience issues of works at two sites. Two remedial works had started, third site to start in June.
- 4.2. Overall have not had as many closures.
- 4.3. Monitoring SH44 Waterfall – resilience issue.
- 4.4. Liaising with projects – operating at Mt Messenger NP to Hāwera.
- 4.5. Huge amount of work between NP and Taupō which was well managed.
- 4.6. Thanks was extended to WK for the regular press releases.

- 4.7. Caleb Perry provided a presentation updating the Committee on progress for the Mt Messenger bypass. The completion date is December 2026. Need to acquire land at the North end.
- 4.8. Waitara to Bell Block – This year work is being done on Princess Street by Fulton Hogan. Liaison with other projects to understand disruptions to the network is important for WK. Sequencing the work as there are four roundabouts to be built, with the last being the Airport Drive intersection.
- 4.9. Security. Have continued a small presence of security around the site. WK are continuing to provide support to staff and manage situations.

## **5. Waikato Regional Council Update**

- 5.1. WRC will have a new director and a new manager shortly. There are many important relationships they would like to see continue through transitions with new management.
- 5.2. Stock effluent – ongoing need to have sites established, there is a big gap along SH3. A new site is being built in Taupō, co-location of weigh and effluent. Fiona R will follow up on effluent disposal queries. WK are currently conducting a business case on the Effluent National Framework. Meanwhile Sarah and local Government working group with Councils to gain a clear understanding of performance, prioritisation and gaps.

## **6. Taranaki Regional Council Update**

- 6.1. Regional Speed Management Plans/ Better Travel Choices. Merging two separate documents to create one that covers public transport and active travel modes (walking, cycling and micro-mobility), stakeholder workshops are starting shortly.

## **6. New Plymouth District Council Update**

- 6.1. Better Travel Choices – Cycling improvements.
- 6.2. SH45 network being investigated, Integrated Transport Plan.
- 6.3. Challenges on network e.g. Bluehaven.
- 6.4. Weather events caused very few issues. Collapse of a bank on Ngamotu Road.
- 6.5. Number of changes to intersections to improve safety.
- 6.6. Mt Messenger, old section of highway – there are still a few properties that need to be accessed so decisions still need to be made around level of service for that. Linda informed that a full assessment of access is required.

## **7. RLTP Preparation**

- 7.1. There is an opportunity to workshop resilience, climate change, safety and connectivity.
- 7.2. Identify key lifeline routes across the country. Great to have LOS attached.

- 7.3. Shared statement of intent, reflecting the work in this forum and having it captured.
- 7.4. Interregional lifeline routes maintained.
- 7.5. Wider resilience – community, infrastructure and environmental.
- 7.6. NPDC – PT is on their radar. Collaboration in terms of TRC and NPDC in relation to these projects.
- 7.7. TRC - Feedback from engagement for Better Travel Choices is being processed. Focus is currently on GPS which will be released shortly and will give guidance at RTC June meeting.
- 7.8. Feed resilience into RLTP with signal from this group.
- 7.9. It was clarified that for WK the GPS will set the scene in terms of what the priorities will be. It will be critical that officers work closely together, regional and interregional view of money invested. Resilience maintenance of existing assets – funds will be stretched so must stack up with what government wants.
- 7.10. LOS for SH3 impact on highway out of Taranaki, freight impacts. A business case was conducted on this years ago so could pay to look back at that. Is that business case still relevant, it may need a refreshed lens over it?
- 7.11. EV charging strategy – high level and is mostly for light fleet, Councils are to enable and facilitate rather than co-fund.

## **8. Next meeting - TBC**



**Date** 8 June 2023

**Subject:** **Regional Land Transport Plan review**

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

**Document:** 3176271

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### **Purpose**

1. The purpose of this memorandum is to provide an update on the mid-term review of the Regional Land Transport Plan and some of its key building blocks.

### **Executive summary**

2. The mid-term review of the policy and funding document, the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* (RLTP) is a core workstream through to mid-2024. While there have been delays in the release of key Government guidance, the regional community voice has been strong. Climate change is a key aspect of the review – focusing both on resilience of transport networks and in reducing transport emissions.
3. Work on the review is progressing on a number of fronts, such as through key feeder workstreams like the Better Travel Choices Strategy. Options for better positioning the region to access funding opportunities outside of the traditional NLTF focus of the RLTP are also underway.

### **Recommendations**

That the Taranaki Regional Council:

- a) receives the memorandum, Regional Land Transport Plan review.
- b) notes the contents of the memorandum, specifically the next steps in the programme development.

### **Background**

4. The mid-term review of the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* is a core workstream from now through to 30 April 2024, when it is due to be lodged with Waka Kotahi.
5. The current RLTP, 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 diagram above illustrates where the RLTP sits in relation to the other key transport planning documents at a national and regional level, along with the core funding streams involved.
7. 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).
8. The RLTP is the key vehicle 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.

### **Reviewing the strategic framework of the RLTP**

9. This is a mid-term review for the six-year RLTP. While the 'Programme sections' (planned transport activities that are seeking funding) require a full update at the three-year stage in order to apply for funding through the next NLTP; the 'Strategic sections' of the Plan require a review and update only where needed.
10. Recent government directions, including the Emissions Reduction Plan, set out increasing 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.

### **Delay in Government Policy Statement on Land Transport (GPS 2024)**

11. At the time of the previous meeting, the Ministry of Transport expected to release a draft GPS 2024 for formal engagement in March 2023, with an aimed final release date of mid-2023, as this guides the development of all RLTPs for the corresponding period of 1 July 2024 to 30 June 2027.
12. Unfortunately, the release of the draft GPS 2024 has been repeatedly delayed. Ministry officials were scheduled to present on the draft GPS to this June meeting (which coincided with the latest planned release date of 8 June 2023). However at the time of preparing this memorandum there was no clarity on when the draft would be available.
13. The repeated delay in the release of the draft GPS 2024 affects the ability to align the 2024 RLTP with the national direction. Whilst national direction is yet to be officially articulated, the key challenges facing transport are well known and provide high-level guidance for the review:
  - increased importance given to climate change via the Emissions Reduction Plan (ERP)
  - increased focus on Vehicle Kilometre Travelled (VKT) reduction and mode shift
  - increased resilience issues (and associated costs incurred) from severe weather events
  - increased costs of delivery and maintenance
  - decreased funding available from the NLTF.
14. Staff can continue working on the review of the RLTP without direction from the draft GPS 2024, however it will become a critical input in the second half of this year as any proposed updates to the strategic framework will need to be finalised.

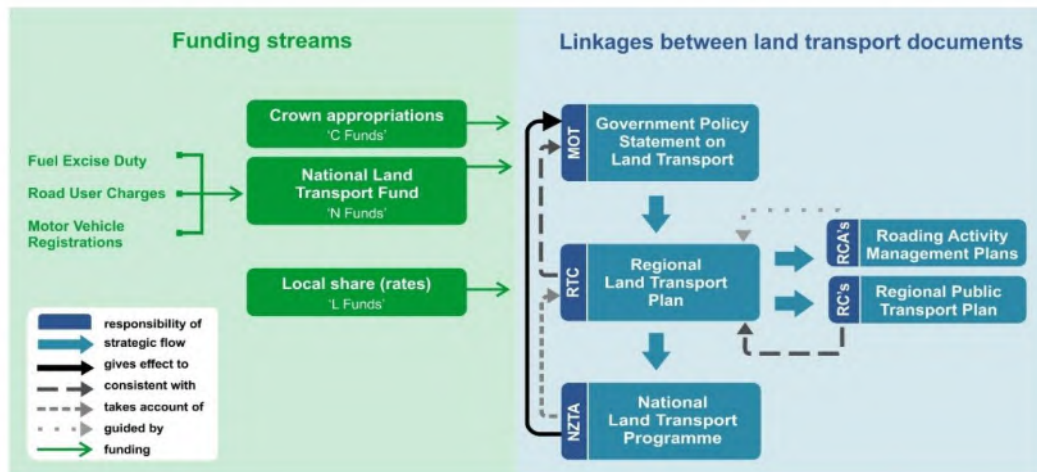
### The importance of resilience

15. Resilience is clearly front of mind, but how this is defined is crucial as it means different things to different people. It is expected that the GPS will include a definition of the resilience sought by government in the land transport context.
16. The Committee will recall that an Investment Logic Mapping (ILM) process with key stakeholders, including the Committee, was completed in late 2022 to help guide the strategic/policy framework review.
17. The RTAG meeting on 24 May 2023 considered whether the weightings of the ILM completed in late 2022 needed to be amended to better reflect resilience issues, considering the severe weather events seen since then. RTAG recommended no adjustment to the ILM weightings was necessary, as they still set the long-term aspirations for the region. Climate change resilience should be routinely factored into maintenance and operation considerations – for example, larger culverts for increased rainfall are now business as usual. The weightings should therefore be retained, but with improvements made to adjust the wording to be more explicit about climate change resilience.

### Future of transport engagement held in March-April 2023

18. The Committee's 1 March meeting was advised of the two-stage Communications and Engagement (C&E) process being undertaken during 2023 shown below; and it was noted that community feedback during C&E Stage 1 would help inform drafting of the RLTP and other related documents.

<p><b>Regional Transport C&amp;E Stage 1</b></p> <p>Wednesday 15 March to Sunday 30 April 2023</p>	<p>Regional engagement on the community's desired future transport network incorporating active modes (walking and cycling), shared modes (particularly public transport), safety and speed.</p> <p>The community's feedback will help to guide development and drafting of all the regional and district transport plans.</p>
<p><b>Regional Transport C&amp;E Stage 2</b></p> <p>Monday 18 September to Friday 10 November</p>	<p>Region-wide public consultation on the district councils' draft Speed Management Plans (SMPs) will be held at the same time as the regional council's public consultation on the draft Better Travel Choices Strategy (BTCS).</p> <p>A common landing page will be used, and Social Pinpoint utilised where appropriate to provide a geospatial overview of proposals.</p>



19. Stage 1 provided the opportunity for the community to have a say on the future of transport in Taranaki, and had four key focus areas:
  - Road safety and speed management
  - Public transport
  - Transport vision 2050
  - Cycling, walking and active travel.
20. The opportunity to air concerns, ideas and priorities for Taranaki's transport future was well used, with over 1,800 pieces of feedback received from the community. While an abundance of rich data is a good problem to have, it is nevertheless taking longer than anticipated to analyse it all and ensure that the feedback received is appropriately collated and directed in the best way. For example, some feedback is being channelled through to district councils to consider in their own processes, while other comments are helping to shape future bus services in the region.
21. Overall, clear themes are emerging on the level of change the community wants to see, which will guide development of the transport plans underway, including the RLTP. For example, there is a high level of community support (76%) for a proposed goal to reduce car journeys in Taranaki by 25% by 2033 to help make roads safer and reduce greenhouse gas emissions.
22. A summary of the consultation will be brought to the committee in future.

### Better Travel Choices for Taranaki

23. 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.
24. Reducing the amount of vehicle travel is a key part of reducing carbon emissions from transport. While one aspect is reducing the *need* to travel where it is possible to do so (for example, flexible working from home and remote-working arrangements), *mode-shift* away from private vehicles where possible and towards shared travel (buses/trains/rideshare) and active modes (walking/cycling/micro-mobility) are other key parts of reducing vehicle

kilometres travelled (VKT). One document covering both shared and active modes of travelling will ensure better integration towards achieving mode shift throughout the region.

25. Taith Consulting are undertaking this project for the Council, with the BTCS being structured into three key parts:
  - Part 1 – High Level Mode Shift Plan
  - Part 2 – Regional Public Transport Plan
  - Part 3 – Regional Active Travel Strategy.
26. While the BTCS project is overseen by the Council’s Executive Audit and Risk Committee, the RTC is considered a key stakeholder. A workshop with Taith Consulting is therefore being organised for both committees to consider the draft document in early September.

### Other aspects needing specific review

27. Historically, the primary role of an RLTP was to access NLTF funding, and in some ways this has constrained how they have developed. It is increasingly well understood that the existing funding structure of the NLTF is insufficient to meet the demands being requested of it. It is also widely acknowledged that the 2024-27 RLTPs will be transitional in nature, given the widespread changes in the sector and overarching policy frameworks.
28. One of the key questions being considered is how we can best use the 2024 RLTPs to adequately capture other funding opportunities, such as from the Climate Emergency Response Fund (CERF), as they may arise. Key components of the current Taranaki RLTP which could be strengthened significantly to better position the region to access non-NLTF funding include:
  - Broadening the Funding Sources section
    - using a wider definition for Crown (C) Funds that encompasses all Government funding that is not from the NLTF (given that we do not know the names of all such funds that may arise during the lifetime of the Plan)
    - adding a Private/Philanthropic (P) Funds to signal that the region’s transport aspirations are seeking financial support from all possible sources.
  - Strengthening and better structuring the ‘Wish List’ (Activities for future consideration) section including detailing links to relevant strategies.
  - Amending the Significance Policies to
    - improve awareness of activities that may be relatively small financially, but have large impact - e.g. behaviour change programmes, reallocating road space.
    - support easily accessing funds other than the NLTF.
29. Further information will be brought to the Committee on these possibilities in September.

### Key development dates for the Taranaki RLTP 2024

30. The following outlines the key development dates for the RLTP.

September 2023	Revised strategic framework and significance policies to RTC for consideration
October 2023	Draft Transport Programmes need to be submitted to TRC for pulling together into a draft regional programme
December 2023	Final Transport Programmes need to be submitted to TRC
February 2024	Consultation on the draft RLTP 2024

March 2024	Hearing, deliberations and finalising
April 2024	Approval and submission to Waka Kotahi

### **Financial considerations—LTP/Annual Plan**

31. 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**

32. 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**

33. 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**

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.



**Date** 8 June 2023

**Subject:** **Update on developing the Regional Speed Management Plan 2024**

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

**Document:** 3176270

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### **Purpose**

1. The purpose of this memorandum is to provide an update on developing the first Regional Speed Management Plan (RSMP).

### **Executive summary**

2. This item provides an update on development of the first Taranaki Regional Speed Management Plan, including outlining the next steps in the process.

### **Recommendation**

That the Taranaki Regional Council:

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

### **Background**

3. The *Land Transport Rule: Setting of Speed Limits 2022*, which came into force on 19 May 2022, requires Road Controlling Authorities (RCAs) to develop speed management plans (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.
4. 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.

### **Progress update**

5. A Regional Speed Management Planning Group (the RSMP Group) consisting of technical staff from the four councils, Waka Kotahi, and Roadsaver Taranaki, has been established to help with these new processes and responsibilities for the region.
6. An MOU has been signed between the four councils, agreeing on the roles/responsibilities and development timeline to prepare the Taranaki RSMP.
7. The Committee supported a guiding strategic framework for the RSMP at the 1 March 2023 meeting.
8. Most of the RCAs in the region have now finalised their Interim SMPs, which focus on the requirement to reduce speed around 40% of schools by July 2024, and are now focusing attention on 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 Regional SMP for both community consultation and then submission to the Director of Land Transport for certification.
9. While the planned regional development timeline focused on submitting the Taranaki RSMP via Waka Kotahi before 30 June 2024, a 29 March 2024 deadline has since been brought in nationally which is causing some 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 LTPs during these months. On this basis, an extension to this deadline has been requested for Taranaki, and a response is currently being awaited.

### **Government's narrowing of the state highway speed reduction programme**

10. The state highway speed reduction programme was significantly impacted by the Government's second tranche of policy reprioritisations announced on 13 March 2023. The changes announced included a significant narrowing of the speed reduction programme to focus on the most dangerous 1% of state highways. Noting that targeted reductions to state highway speed limits will continue in the areas immediately around schools, marae and through small townships that a state highway runs through.
11. This change in policy direction has meant delays in preparing the State Highway SMP (interim and full versions), as Waka Kotahi work to realign with this change in scope. Both this change in scope and the resulting delays impact on local authorities, as discussions/actions are needed where there is a difference in speed limit between a state highway and a connecting local road.

### **Next steps**

12. The Council is required to host the consultation for the SMPs. The RSMP Group's June meeting will focus on clarifying the consultation processes and key messaging. While the original intent was for an interactive regional map displaying all speed proposals across the three districts, this may not be feasible, and static area-based maps may be used instead. 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. It is unknown when Waka Kotahi's SMP consultation will be, and they have previously declined to join in the regional process.
13. The RSMP Group's July meeting will focus on cross-boundary roads (both intra and inter-regional). The August meeting will concentrate on ensuring as much consistency as

possible across the draft SMPs and that all RCAs are on-track to provide their consultation drafts to the TRC for collation by the 31 August 2023.

14. At the Committee's 6 September 2023 meeting a high level overview of the contents of the RSMP will be provided to the Committee. Given the tight timeframes it will not be possible to provide a fully collated RSMP to the Committee. However, the Committee will be requested to consider the overview and endorse the draft RSMP to be presented to the TRC (via delegation to the Chief Executive) to facilitate public consultation of the draft RSMP.
15. Community consultation on the draft RSMP is planned for 18 September to 10 November 2023. The TRC will facilitate this through a central online platform, while each RCA will undertake their own usual community engagement processes.
16. 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.
17. In early 2024, the Committee will be asked to endorse a finalised RSMP for submission to the Director of Land Transport for certification.

#### **Financial considerations—LTP/Annual Plan**

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

#### **Policy considerations**

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

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

#### **Community considerations**

22. 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**

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



**Date:** 1 March 2023

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

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

**Document:** 3149316

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### **Purpose**

1. The purpose of this memorandum is to provide the Committee with an update on the Waka Kotahi New Zealand Transport Agency's activities nationally and regionally.

### **Recommendations**

That the Taranaki Regional Transport Committee:

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

### **Financial considerations—LTP/Annual Plan**

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

### **Policy considerations**

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

Document 3149031: Detailed updates - Waka Kotahi

Document 3149031: Presentation - Waka Kotahi

# Taranaki - Regional Updates

8 June 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.



## Emergency works

Location	Update
SH3 Awakino underslip	Repair underway. The repairs are scheduled for completion in mid-to-late June, weather permitting.
SH3 Mangaotaki underslip	Scheduled to commence in June and will take approximately 3-4 weeks to complete.
SH3 north of Tongapōrutu	Repair underway. The site will remain under traffic light stop/go controls for another 4-5 weeks until the pavement is restored. Further work to tidy up the site will be done after winter.
SH3 Uruti slip (Downers Cut)	Issues with securing specialist contractor. Now expecting work to occur in the new fiscal year.
SH43 Tāngarākau underslip on unsealed section	Working through options. Project could be undertaken as part of the sealing project.
SH43 Whangamōmona underslip	Repair underway.
SH4 Collapsed culvert north of Taumarunui	Work to replace a culvert at SH4 at the Paroparowhere Stream north of Taumarunui is scheduled to commence in September this year. 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. Site currently remains unsealed and still is under stop/go. Will surface but settlement is expected. Further tidy up work will be required after winter.



*SH3 Awakino culvert collapse*

## SH3 Awakino Collapsed Culvert

- State Highway 3 (SH3) was closed at Awakino Gorge on 10 May after heavy rainfall caused a culvert to collapse.
- Crews worked around the clock to replace the damaged culvert and reinstate access to this key corridor between the Taranaki and Waikato regions by Friday afternoon.
- Nine 1350mm pipes were laid in a freshly dug 22m x 6m trench underneath the highway, which was then backfilled with more than 1000 cubic metres of aggregate.
- The site remains unsealed. Work will continue at the site over the coming weeks, at times under stop/go traffic controls, to maintain the road surface until a longer-term repair can take place.



## 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)	Cableway completion April 2023		<ul style="list-style-type: none"> <li>Project site office is now open at the southern extent of the new route.</li> <li>The 1.1km cableway is now completed and will be fully operational in the next construction season starting September 2023.</li> <li>Public engagement continues with community presentations and site tours.</li> <li>Ground-based pest management activities continue, with an aerial operation planned for winter.</li> <li>More than 60,000 cubic metres of earthworks have been completed to date.</li> </ul>
Te Ara Tūtohu: Waitara to Bell Block	\$84m	Princess Street Roundabout and underpass construction start March 2023		<ul style="list-style-type: none"> <li>Work on Princess street roundabout and pedestrian and cyclist underpass has commenced.</li> <li>Designs for Waitara Road Roundabout nearing completion.</li> <li>Aiming to install a section of median barrier before mid 2024.</li> </ul>
Tongapōrutu Intersection Improvements	\$1.6m	Construction complete		<ul style="list-style-type: none"> <li>In defect period</li> </ul>
Rapanui Passing Lane	\$8.8m	Construction complete		<ul style="list-style-type: none"> <li>Final seal applied January 2023</li> </ul>

## 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.
- Site establishment works have been completed and erosion and sediment controls implemented. Crews have also installed infrastructure to take stormwater from the southern side of the intersection through to the stormwater pipe that was laid along SH3 last year.
- Work to build the stormwater treatment swale in Manukorihi Park has also commenced.
- Planning to install a section of median barrier from just north of Mamaku Road to just south of Bayly Street prior to mid 2024.



*Work underway at Princess Street intersection*

## SH3 New Plymouth to Hāwera safety improvements

### New Plymouth to Egmont Village

- Public consultation ran during March on the proposed Intersection Speed Zone (ISZ) at Junction St.
- If confirmed, the ISZ would 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.
- The next steps are to obtain approval from the Director of Land Transport for the ISZ and associated variable speed limit to be formalised.
- Discussions with nearby property owners continue around the targeted start to physical works later this year.



## SH3 New Plymouth to Hāwera safety improvements

### Egmont Village to Hāwera and SH3A

- The feasibility stage has been completed and the project is commencing design of the quick win sites along the corridor that can be installed in this NLTP.
- The quick win sites are areas where minimal road widening and other works are required in order to install the median barrier.
- 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 will soon be released via GETS.
- We will engage with councils, community and stakeholders about the locations of median barrier soon.



State Highway 3

# SH43 Forgotten World Highway improvements

## Tāngarākau Gorge sealing

- Enabling works, such as drainage works and retaining walls will start late May. Delays due to contractor resource issues.
- Plan is to seal the entire remaining 10km section in next construction season to avoid delays to overall programme.

## Kahouri Stream Bridge

- Construction to start in late May/early June. Sod turning event planned for 13 June.
- The new two-lane bridge will be 57m long with twin 3.5m lanes and 1m verges.
- The existing bridge which was built in 1908 will be retained as a walking and cycling bridge.



*Visualisation of new bridge*

# SH4 Whanganui to Raetihi update

## Flood damage repairs & Te Oreore slip site

### Auraki Stream repair site (road retreat project)

- Main cut works and subgrade formation now complete
- Closing out sections of the cleanfill site & decommissioning some of the environmental controls
- Switching traffic off old road and onto southbound lane of new alignment expected mid-June
- Ongoing earthworks, pavement construction, sealing, line marking and barrier installation work will continue after traffic switch
- Ongoing positive co-design with iwi
- Project completion now due August 2023 – weather dependent

### 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 almost complete
- Construction of three retaining walls north of the main slip area to begin May/June
- Temporary 30km/h speed limit remains in place
- Positive engagement with mana whenua as partners about the permanent road project, moving into genuine co-design.



*Auraki Stream site - photo taken on Lower Cut Bench looking south*

# Hei konā mai

PASSING  
LANE  
2 km  
AHEAD

# Regional Transport Committee

Taranaki  
June 2023



# Arataki: 30-Year Plan

- Arataki is live.
- It's being developed as a shared sector view of how we need to plan, develop, and invest in the land transport system during the next 30 years.
- This version provides a strong foundation for ongoing conversations with our partners and others to co-create the plan.
- Arataki provides the direction that guides how we work together during the next 30 years to deliver the future land transport system needed to keep Aotearoa New Zealand moving.
- Moving forward, the plan will be developed further with our partners, iwi/Māori, local government, and the wider transport sector. The next version is expected to be released in October 2024.
- You're encouraged to get in contact with the Arataki team to discuss – in particular your regional direction - [arataki@nzta.govt.nz](mailto:arataki@nzta.govt.nz)



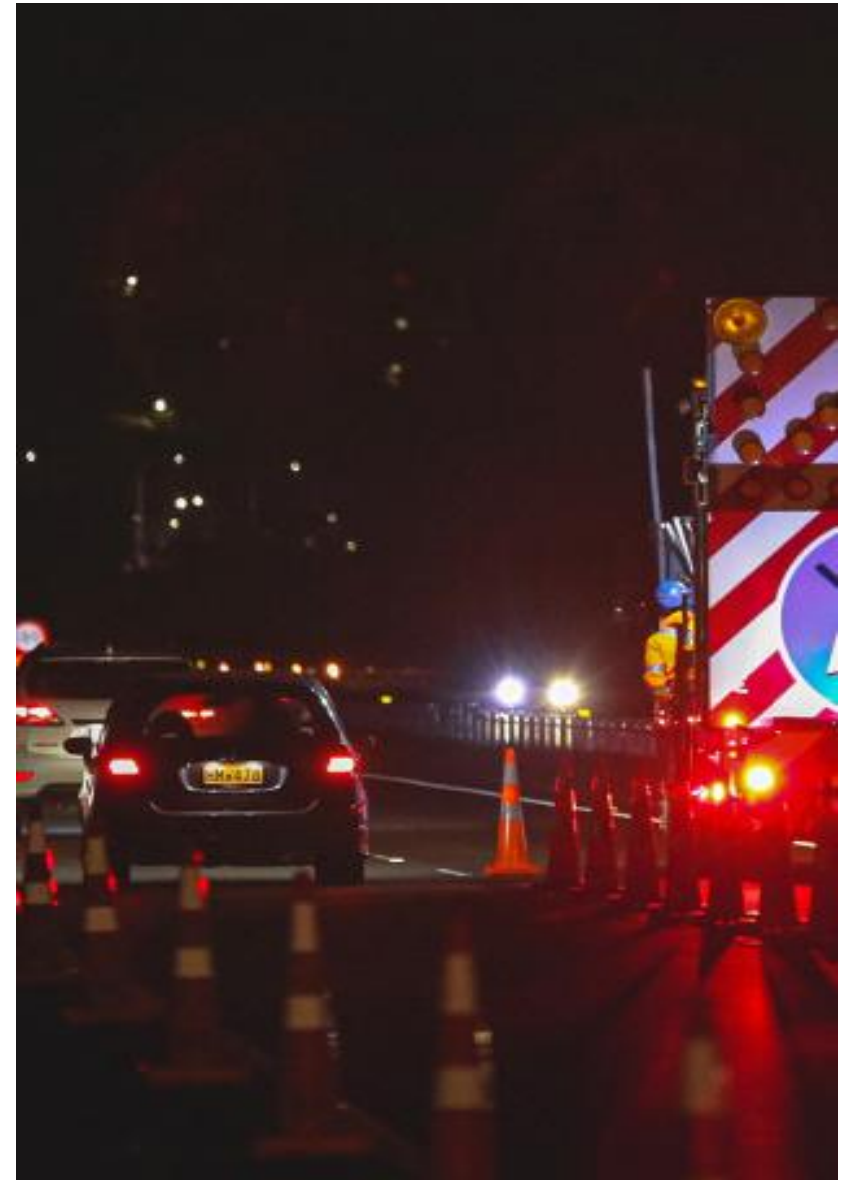
# VKT Reduction Programme

## Focus on Tier 1 Councils in 2023

- Government has announced changes to stagger its focus on sub-national targets for reducing light vehicle use on just Tier 1 urban areas in 2023.
- This is where 85% of VKT reduction will come from to achieve the national target.
- Waka Kotahi is focused on working with the five main Tier 1 cities: Auckland, Hamilton, Tauranga, Wellington, and Christchurch – to develop VKT plans.
- This does not mean future public transport improvements will only occur in Tier 1 areas (as per some media reports). VKT reduction targets and programmes are currently being prioritised in Tier 1 areas for now and will make Tier 2 the next focus.
- ***Waka Kotahi will continue to work with all Tier 1 and 2 councils to include VKT reduction programmes and activities in the next round of RLTPs, to enable councils to attract funding from multiple sources from mid 2024.***
- ***Waka Kotahi will provide a recommendation on targeted activities for inclusion in RLTPs by August 2023.***

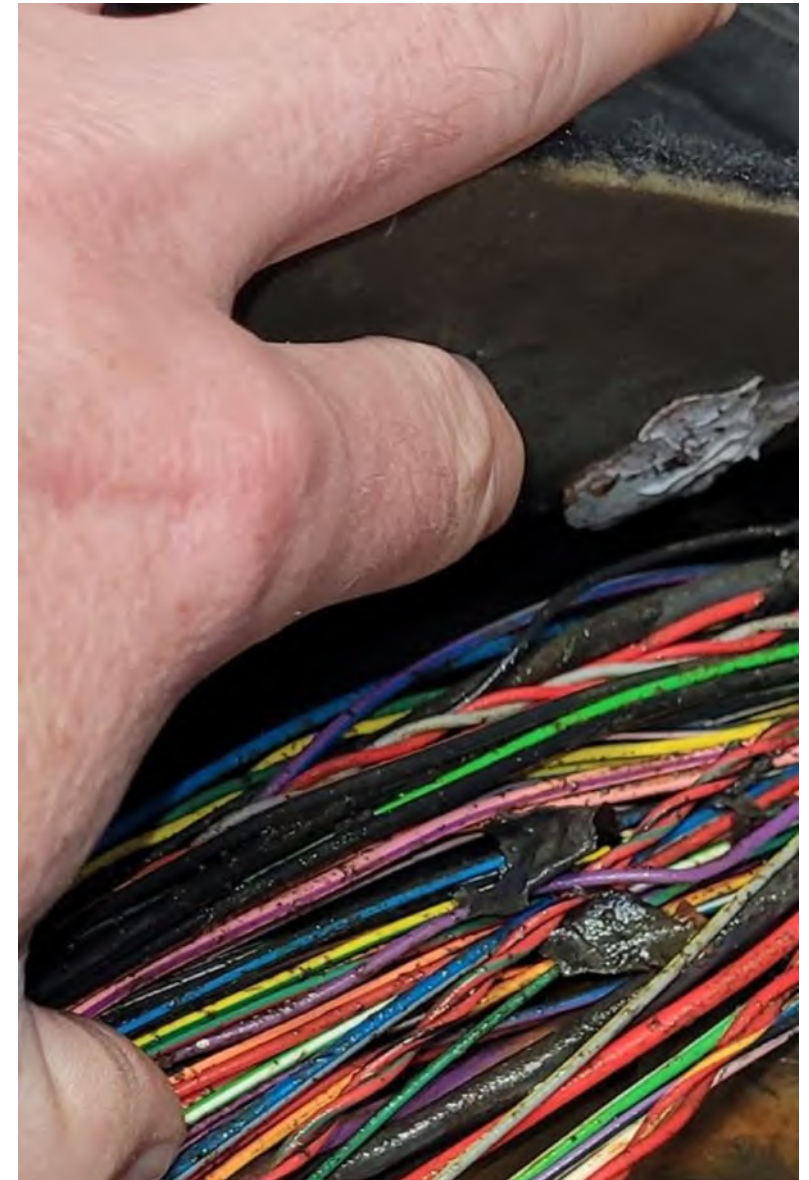
# Bitumen supply chain review

- Waka Kotahi recently completed the review of the bitumen supply chain.
- The review indicates the import market is operating well.
- Findings suggest it will continue to operate well following Z Energy's exit from the market later this year.
- Waka Kotahi is working to finalise the pricing adjustment mechanism, which needs to move from the Z Energy price list to another international index.
- Further engagement with the industry is underway to finalise details of its updated pricing adjustment mechanism.



# Increase in number of water-damaged vehicles

- Recent weather events across the North Island means a significant increase in the number of water-damaged vehicles, both new and privately owned.
- The flow-on affect will be felt for months to come:
  - Supply and demand – many vehicles are being written-off by insurers. People will want to buy replacement vehicles with less available, both new and used.
  - Damaged vehicles being sold – people may attempt to fix their vehicle themselves so they can continue using them or on sell them, without being aware of potential unseen issues.
- A new [Waka Kotahi webpage provides people with information on water damaged vehicles](#)



# State Highway Speed Management Plans

- Currently working through how the Government's reprioritisation announcement will impact the Interim State Highway Speed Management Plan and the State Highway Speed Management Plan 2024-2027.
- Waka Kotahi remains committed to ongoing engagement with councils, and sharing information as early as possible.
- When the Interim Plan has been certified by the Director of Land Transport, we'll provide an update. We anticipate this taking place mid-2023.



# Speed Management Planning

Waka Kotahi has set deadlines for full speed management plan (SMP) activities. Please note that these are **default** dates.

The new deadlines for full speed management plans:

- **5 Oct 2023** – Final date for the publication of **any consultation draft SMP**.
- **29 Mar 2024** – Final date for submitting the **final draft SMPs for certification**.

RCAs and Regional Councils can request specific deadlines if they feel they will be unable to meet the default dates.

The default dates are based on the Rule assumption that consultation on regional SMPs would be completed before consultation on RLTPs begins to avoid the need for public hearings. **We expect these deadlines will suit most RCAs and Regional Councils.**



## Median Barrier acceleration programme

- We're installing median barriers on high-risk roads across the country to prevent head on crashes, save lives and reduce serious injuries.
- The Road to Zero strategy for 2020-2030 has set a delivery target of 1,000km of median barrier across Aotearoa New Zealand's roads, including on both state highways and local roads.
- Aiming to have 170- 220km of median barrier operational or in construction on state highways across the country by the end of June 2024.
- We are refining our procurement and delivery approach to help achieve this.



## RLTP: Significant Related Activities

Activity	Activity description	Status	On track
<b>SH3 Te Ara Tūtohu: Waitara to Bell Block Improvements</b>	Safety improvements including roundabouts at four key intersections seeking reduction in DSIs	Fulton Hugon were awarded the contract for the Princess Street roundabout and underpass and work commenced in March. Designs for the Waitara Road roundabout are almost complete.	
<b>Airport Drive Improvements</b>	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.	
<b>SH3/3A New Plymouth to Hāwera</b>	Standard safety interventions identified in the Speed and Infrastructure Programme.	NP to Egmont Village – public consultation has been undertaken on proposed intersection speed zone at Junction St. Construction targeted for this year at this intersection and Mangorei Road (roundabout). Egmont Village to Hāwera and SH3A Mountain Road – feasibility stage complete. Detailed design to follow subject to funding approval.	
<b>Coastal Pathway extension to Waitara</b>	Coastal Walkway extension from Waitara to Mangati (Bell Block) to be completed in three stages.	Funding has been approved by NPDC and Waka Kotahi. The project officially launched on 8/5/2003.	
<b>SH3 Cumberland/Coronation Intersection Signalisation</b>	Key intersections identified by NPDC and being funded through local share seeking safety outcomes.	Project currently with NPDC LCLR programme	
<b>SH3/Egmont Road Intersection improvements</b>	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.	
<b>SH3 Te Ara o Te Ata: Mt Messenger Bypass</b>	Offline bypass of Mt Messenger seeking safety, resilience, reliability and environmental outcomes	Construction, ecology and pest management all underway.	

## 2022/2023 Maintenance Renewal Programme

### Season overview

#### Granular Rehabs:

- More than 45,500 square metres
- Nearly 10 lane kms
- Nine sites in total

#### Asphalt sites:

- Nearly 50,000 square metres
- More than 10 lane kms
- Fourteen sites total

#### Reseals:

- Nearly 75 lane kms
- 84 sites in total



*Milling machine in action on SH3 near Uruti*

## State Highway - Taranaki Network Operations AC Surfacing 2022/23

Asphaltic Concrete (AC) Resurfacing jobs		Timing of work
SH3	Stratford Caltex to Regan Street	Completed
	Stratford South	Completed
	Eltham Bridge to London Street	Completed
	Eltham London Street	Completed
	Waihi Road Hāwera	Completed
	Eltham Conway Street South	Completed
	South Manawapou Bridge	Completed
SH4	Taumarunui Township (3 sites)	Deferred due to council watermain works
SH43	Broadway Roundabout to rail crossing	Scheduled for May
SH44	Dawson Street to Belt Road	Completed
	Belt Road to Kitchener Tce	Completed
	Ngamotu Road intersection	Deferred due to council watermain works
SH45	Manaia Roundabout	Completed
	Bayly to Lorna Street	Completed

## State Highway - Taranaki Network Operations Rehabilitations 2022/23

Road Rehabilitation sites		Timing of work
SH3	Hills Road	Completed
	South of Uruti	Completed
	North of Onaero	Completed
	North of Midhurst overbridge	Completed
	Ngaere, Climie Road	Completed
	Waihi Road, Hawera	Completed
	Tangahoe Valley Hill	Completed
	Mokoia	Completed
	South Manawapou Bridge	Completed
SH43	Tahora Saddle	Completed

## SH3 Te Ara o Te Ata - Mt Messenger Bypass

### Project update

- Good progress has been made in the project's first full construction season (September to April) and the team has been working hard to minimise associated impacts on SH3 motorists.
- In April, construction was completed on the project's 1.1km cableway, which will transport equipment, material and workers into the heart of the new alignment.
- Over winter, the project's major pest management commitment will be aided by an aerial drop of biodegradable 1080 toxin. This is a joint operation with DOC and will cover nearby forest as well as the project area.
- The project has recently hosted the SH3 Working Group and MP Angela Roberts and delivered a project presentation to the local branch of Engineering NZ.



# Hei konā mai



New Zealand Government



**Date:** 8 June 2023

**Subject:** **New Plymouth District's Integrated Transport Plan**

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

**Document:** 3176259

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### **Purpose**

1. The purpose of this memorandum is to provide an update on *New Plymouth District's Integrated Transport Plan*.

### **Recommendations**

That the Taranaki Regional Council:

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

### **Background**

2. New Plymouth is a growing district that requires a long-term vision to provide a safe and accessible transportation network that provides transport choices. The New Plymouth Integrated Transport Plan is being developed to guide establishing a comprehensive and integrated transportation system for the New Plymouth District.
3. There are synergies with the Better Travel Choices work being undertaken at a whole regional level. These include:
  - Understanding travel modes desired by the community.
  - Identification of opportunities to better integrate travel modes.
  - Shared stakeholder lists focusses energy on integrating transport conversations.
  - Shared feedback from the BTCS community engagement to inform both projects.
  - Both documents will feed into considerations of the Regional Land Transport Plan.
4. Mikaela Addy and Natalie Wiseman will provide an update on this work for the New Plymouth District Council.

### **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.



**Date** 8 June 2023

**Subject:** **Transport Choices Programme update**

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

**Document:** 3175577

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### **Purpose**

1. The purpose of this memorandum is to provide an update on work happening in the region that is part of the Government's Transport Choices programme.

### **Recommendations**

That the Taranaki Regional Council:

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

### **Background**

2. Under the Government's *Emissions Reduction Plan*, a \$348 million Transport Choices package was made available from the Climate Emergency Response Fund (CERF), to help local councils fund and support implementation for:
  - **Delivering strategic cycling / micro-mobility networks** – significantly increasing the pace and scale of implementing planned cycling / micro-mobility networks in urban area through delivering low-cost, safe, on street cycleways.
  - **Creating walkable neighbourhoods** – targeted and neighbourhood scale investments to significantly improve the safety and attractiveness of walking in urban areas, focused around centres, rapid transit stations, and in rapidly growing neighbourhoods.
  - **Supporting safe green and healthy school travel** – accelerate investment in school travel programmes, delivering comprehensive change that makes active modes safer and more convenient for trips to / from schools and in surrounding neighbourhoods.
  - **Making public transport more reliable and easier to use** – accelerating programmes of small-scale upgrades to public transport facilities to improve customer experience and service quality for people of all ages and abilities.

3. Transport Choices is about making small, visible changes to streets and the way people use them, quickly – and helping people embrace cycling, walking or public transport as a means of travel. Transport Choices aims to demonstrate what is possible for communities across Aotearoa New Zealand, by quickly providing people with more transport options, and making it easier to travel in ways that are good for people and the environment.
4. The projects funded will support the reduction of total vehicle kilometres travelled by light vehicles in urban areas and mode shift in one or more areas. The successful projects need to:
  - build off existing networks or strategic plans
  - deliver multiple outcomes – to make every dollar spent work as hard as possible, not just delivering mode shift but also safety, access, travel choice
  - be delivered within a two-year period.
5. Further information on Waka Kotahi's Transport Choices is available [here](#).

### Transport Choices funding in Taranaki

6. Local councils around the country proposed projects that met the above investment areas for funding between August and September 2022.
7. Expressions of Interest were included from Stratford and New Plymouth district councils – refer to the summary below.



Transport Choices

Climate Emergency Response Fund Programme



Te Kāwanatanga o Aotearoa  
New Zealand Government

Region	Council	Project	Description
Taranaki	New Plymouth District Council	Cycling network and access improvements package	This programme of works will make existing walking and cycling routes safer and connect schools and other key destinations across urban New Plymouth's transport network.
	Stratford District Council	Stratford Schools safety improvement project - phase one	This project improves walking and cycling connections between three primary schools in the western part of urban Stratford township.
	Stratford District Council	Stratford Schools safety improvement project - phase two	State Highway 3 (SH3) currently splits the Stratford township and its cycling and walking facilities in two - this prevents easy connections from primary schools to the high school and the Whakaahurangi Marae. Phase two of this project will address this divide by providing safe crossing facilities on SH3. This will help the community safely access key community destinations including the TET sports hub and the newly completed, government-funded community facilities - the Wai-o-Rua Stratford Aquatic Centre to the west of SH3 and the bike park to the east.

8. Waka Kotahi then announced the Transport Choices Programme on 4 December 2022, which advised successful councils of the potential funding allocated for their submitted projects.
9. The announcement included both Stratford and New Plymouth districts as having been selected as having a 'flagship project' – assigning approximately \$8M and \$16M respectively.
10. Transport Choices funding is indicative until Waka Kotahi works with Councils to explore how projects can be progressed in line with the funding timeframes. Therefore funding allocations may be adjusted.

**Stratford District Council (one of the two 'flagship school projects' in the country)**

11. Stratford District Council has been successful in receiving funding towards its School Safety Improvement application, which would be delivered in two phases:
  - Creating safer, healthier and alternative travel options between schools on the west side of town (\$4.9 million)
  - Safer and accessible crossings for State Highway 3, providing the community with better access to key destination areas including the Stratford Bike Park, Whakaahurangi Marae, Wai o Rua – Stratford Aquatic Centre, TET Multisports Stadium and other parks and sports fields. (\$2.9million)
12. Stratford District Council is committed to provide up to 20% co-funding for the final allocation.
13. Stratford's connectivity from Primary to High school and Whakaahurangi Marae is currently hindered by the State Highway running through the town. Stratford District Council wants to address this disconnect and provide key connections between schools and community assets providing safety improvements for journeys to school and making it easier for kids to get to school independent of mum and dad. The protected links for those riding bikes will unlock the potential of the new Stratford Bike Park built recently and the Wai o Rua Aquatic Centre.
14. The school safety improvements include on treatment of school frontages (0.75km) and the reallocation of approximately 4km of road space to connect the three Primary Schools located in the western part of urban Stratford Township, supported with the introduction of 3 x Bikes in Schools installations.
15. The Committee will receive a presentation on this work from Steve Bowden, Roading Asset Manager, Stratford District Council.

**New Plymouth District Council (one of the seven Flagship Cycling Projects in the country)**

16. The New Plymouth District Council will deliver shared pathways, safer crossings for walking with protected cycling on local roads and inner-city State Highways, and speed reduction around schools and in the city centre.
17. The Committee will receive a presentation on this work from Liz Beck of New Plymouth District Council who is overseeing their Transport Choices work.

**Financial considerations—LTP/Annual Plan**

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

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

### **Policy considerations**

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

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

### **Community considerations**

21. 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**

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



**Date** 8 June 2023

**Subject:** **Territorial Authorities Update**

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

**Document:** 3175531

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### **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 New Plymouth District Council on its transport activities.

### **Background**

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

Stratford District Council	Steve Bowden, Rooding Asset Manager
New Plymouth District Council	Rui Leitao, Manager Transportation

### **Financial considerations—LTP/Annual Plan**

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

### **Policy considerations**

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

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	<a href="#">Stratford District Council</a>
RTAG representative:	<a href="#">Steve Bowden</a>
RTC representative:	<a href="#">Mayor Neil Volzke</a>
Date:	<a href="#">June 2023</a>

## 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.

Given the current level of cost escalations of 18% and the amount of funding spent repairing roads damaged by the forestry industry, (\$975,225) we are heading for a significant overspend in the order of \$500,000 - \$600,000 for the year.

During the period January 2023 to March 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 Matau Rd – Forestry damage.

### Forestry Roads.

Since July 2022 we have spent in the order of \$975,225 to repair forestry roads (up to the end of April). The roads repaired are:

- Arnold Rd = \$124,300
- Brewer Rd = \$158,400
- Mangaehu Rd = \$34,000
- Mangaoapa Rd = \$25,500
- Puniwhakau Rd = \$290,000
- Toko Rd = \$10,700
- Upper Mangaehu Rd = \$80,850
- Matau Rd = \$173,100
- Junction Rd = \$76,400

We continue to repair the damage to Mangaehu and Brewer Roads along with the on-going repairs to Puniwhakau Rd.



*Figure 1 – Pavement Failure on Brewer Rd. This is just one of many similar faults that require repairs.*



*Figure 2 – Pavement Failure on Matau Rd.*

### **Renewals.**

**Footpaths** – Footpath replacements. Work commenced on Fenton Street to replace the old asphalt footpath with a 2.4m wide shared use (Walking and cycling) path on the southern side of the street. This provides the connection from Cordelia St to Swansea Rd to compliment the school safety project outside the High School.

Shown below in figure 7 is the footpath on Fenton Street.

**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 River Bridge – both sides. January 2023.
- Elsinore Street – both sides.

### **Pavement Rehabilitation.**

A 660m section of Monmouth Road is due to be strengthened started in January 2023. The site is located approximately 1.2 km from SH3. Work was completed in March.



*Figure 3 – Monmouth Rd – Pavement digout*



*Figure 4 – Granular Overlay*

**Structures and Bridge Renewals.**

We have identified two retaining walls which require replacing, these are Croydon Rd and Mangaotuku Road. Contract documents are being written to be released to the market in winter for pricing.



*Figure 5 – Croydon Rd retaining wall.*



*Figure 6 – Mangaotuku Rd retaining wall.*

## 2. EMERGENCY WORKS – IF APPLICABLE

A tender has been awarded to Superior civil construction Limited to construct a retaining wall on Mangaoapa Road on the northern side of the Kiore Tunnel. The tendered price is \$85,000 (rounded) for a 7m long by 4m high tied back steel retaining wall.

In August 2022, we were notified of three underslips on Whitianga Rd, following a wet weather event. The appropriate treatment is to construct three retaining walls, (total length 42m), as the ground above the road is prone to slipping. A small temporary retreat will be undertaken to improve the road width where the slips have occurred. Based on the tendered price for Mangaoapa Rd, the retaining walls proposed for Whitianga Rd are very similar in length and height. The engineer's estimate is \$630,000.

## 3. ROAD IMPROVEMENTS

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

### General Roading Improvements

The table below provides a breakdown of the projects funded through Waka Kotahi's Road to Zero Programme, the approved funding amount, value of work done to date and the budget remaining.

The purpose of this table is to show that progress is being made on the projects, however, there have been some delays due to the late award of some projects.

Project Name	Approved Funding	Expenditure to Date	Balance Remaining	Status of Project
Opunake Road Speed Limit Review	\$80,000	\$28,905	+ \$51,095	Completed
Activated Warning Signs – Beaconsfield Rd and Manaia Rd	\$80,000	\$47,884	+ \$32,116	Completed
Beaconsfield Rd Safety Improvements RP2150 – RP3840	\$150,000	\$78,000	+ \$72,000	Programmed for early 2023/2024.
Opunake Road/ Palmer Road Intersection Upgrade	\$400,000	\$518,986		Completed - \$200,000 charged to Pavement Rehabilitation Renewals.
High School Safety Project	\$150,000	\$390,000	-\$240,000	Completed
Opunake Road – Installation of roadside barriers	\$195,000	\$0		Prices received from supplier. The range is \$28,000 to \$130,000.
Opunake Road – Dunns Bridge geometric re-alignment	\$300,000	\$262,000		Work has commenced with an expected finish date of May.

Cardiff Road – Provision of Active Warning Signs	\$80,000	\$22,900	+\$57,100	Completed.
Interim Speed Management Plan	\$50,000	\$0		Draft Interim Speed Management Plan to be prepared for review by Waka Kotahi.

## ACTIVE MODES – WALKING AND CYCLING

### Connecting our Communities Strategy

Connecting Our Communities is SDC's strategy to ensure safe and easy access to our transport network. It will guide our decision making so all modes of transport (vehicles, cycling, pedestrian (including school children and mobility impaired), public transport etc.) is considered for all our maintenance and capital expenditure on our roading network.

We have received some positive feedback from Waka Kotahi regarding the content of this strategy. These comments are to be included in the strategy, before putting a report to Council requesting their endorsement of the strategy.

Work has been completed to widen the footpath on Fenton St between Cordelia Street and Swansea Road.



*Figure 7 – Replacement of the footpath on Fenton St to provide a shared use walkway/cycleway.*

### **Transport Choices.**

Stratford has been successful in securing \$7.8m of Crown funding with 20% coming from our local share, for the Transport Choices programme. We are finalising our Pre-Implementation phase for approval by Waka Kotahi before progressing to the Implementation phase. Beca are designing and drafting the drawings for the various connections linking the schools together. Once we have these draft drawings, we will consult with residents on the proposed cycleways before seeking prices from local contractors.

## **4. ROAD SAFETY**

### **Activated Warning Signs.**

A further set of AWS signs have been installed on Cardiff Road, near the water treatment plant.

### **Roadside Barrier – Opunake Road.**

We have nominated two sites on Opunake Rd for the installation of roadside barriers. We are hoping to have these installed before the end of this financial year.

### **Safety Project – Swansea Rd by High School**

This project is now complete.



*Figure 8 – Swansea Rd after the completion of the High school Safety Project.*



*Figure 9 – Hamlet Street – Upgrade to the pedestrian crossing outside Avon School.*

#### **Interim Speed Management Plan - Speed Limit Reviews outside Schools**

The next step is for the Roding Manager to draft the iSMP to be reviewed by Waka Kotahi before submitting the plan to Council for approval.

Our intention is to implement the proposed speed limit changes before the end of the calendar year.

#### **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.

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

## 1. MAINTENANCE, OPERATIONS AND RENEWALS

### 1.1 Maintenance, Operations and Renewals

New Plymouth District Council (NPDC) maintenance, operations, and renewals works are progressing well, with only the finishing of the Raleigh St and Tarata Rd pavement rehabilitations to be completed in May 2023. Due to the reduced Waka Kotahi 2021-24 funding allocation, the NPDC is completing the May and June 2023 maintenance, operations and renewals programme without Waka Kotahi investment.



### 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. We do foretell that we should be mindful of the likely (30%) cost increase in maintenance, operations and renewals in the next LTP/NLTP, as we 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**.

Cyclone Gabrielle in February 2023 was less impactful on NPDC, that in other areas in the north island, with only approximately \$200K in damages.

Early May was again very wet.

These events included flooding, slips and washouts, and required road closures.



## 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:

### 3.1 Rural Projects

- Rural Road Delineation Improvements – Programmed work is in progress.
- Tarata Rd/Dudley Rd Intersection Improvements – Construction in progress in conjunction with an adjacent pavement rehabilitation along Tarata Rd.

### 3.2 Urban Projects

- 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 has commenced.
- Ngamotu Rd Safety Improvements (Paritutu Rd to Centennial Dr) – Construction has been completed.
- Kelly St and Miro St Safety Improvements – The work for two Inglewood Primary School pedestrian crossings has been completed.
- Windsor Walkway Safety Improvements – A pre-commencement walkover has been carried out with the Inglewood Community Board.
- Coastal Pathway extension (Waitara – Mangati/Bell Block) – Ready to go, after successful public engagement.

## 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:

- Devon St West (Barrett-Dawson)
- Mangorei Rd (Rimu-Branch)
- St Aubyn St (Ngamotu-Liardet)
- Devon St East (Eliot-Clemow)



## 5. ACTIVE MODES – WALKING AND CYCLING

### 5.1 Cordon Count

A cordon count is conducted annually in March to provide an indication on change in active commuting rates. This count since 2016 collects data on inbound and outbound cyclists and pedestrians between 7am-9am on a single day, and identifies gender (female/male), and broad category of cyclist (i.e. commuter, recreational).

- Mode share data from the cordon count shows 85.8% of people travelled by car, with 4.4% walking, 3.7% bus, 2.5% cycle.
- The data indicates a decrease in cycling school students, but an increase in adult commuter cyclist.
- A 2% increase in percentage of cyclists that are females was observed, equating to 30% of cyclists being female.
- There has been a 47% increase in pedestrians counted between last year and this year, and 52% increase since 2020.

### 5.2 Road Safety Campaign

A road safety marketing campaign for 2023 has been rolled out. Four messages targeted to car users on sharing the road with active and shared modes have been developed and the last will be released in June. These messages have been on bus backs, radio, Midweek, digital signs in gyms and two on

digital billboards. The final campaign is to encourage car drivers to look back for cyclists before opening their car door.

This campaign is primarily focussed on a radio jingle across NZME stations and a bus back. It is intended to re-run these campaigns in 2023/24 incorporating in-person events. In addition, Be Seen, targeted at those walking and cycling has also been delivered through distribution of reflective items and information with support from NZ Police, Taranaki Disability Information Centre, The Bike Kitchen and NPDC community libraries.



Figure 1 Give Space to cyclists bus back - March

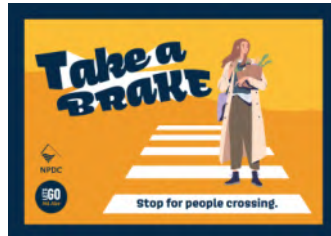


Figure 2 Take a Brake - April



Figure 3 Slow down passing stopped school buses design for print only-May



Figure 2 Look back before you open your car door - June

### 5.3 Interim Speed Management Plan

The roll-out of static and variable signs near our schools, as part of the interim speed management plan has begun with variable signs following.

### 5.3 Workplace Travel Planning

Our workplace travel planner continues to work with workplaces at different levels of travel planning, from baseline travel surveys, presentations and assisting with cycle infrastructure. A successful workplace forum was held in March with the purpose of sharing information, challenges and successes on active and shared transport.

Twelve workplaces attended the first forum including government agencies, large retail, industry and a haulage company. The second forum will be held in June.



After attending the Transport Forum, it started me thinking about Participant feedback from March forum: There were a number of workers travelling in from Waitara each day at the same time. We are now in the process of organising and approaching these workers and offering a car-sharing trial with some added incentives. Less vehicle expenses for them, less cars in the carpark for us, less unnecessary emissions being admitted to the environment. 'Win win' for all of us."



A 'Rent an E-bike' scheme for workplaces is to be launched shortly. The Let's Go - branded e-bike will be available for short-term free rent to workplaces in our district who are committed to sustainable transport to experience an e-bike for work related trips.

## 5.5 Schools

The school cycle and scooter skills training calendar is fully booked until the end of 2023. In term 1 454 students received cycle training and 660 students received scooter skills training.

Our schools team continue to facilitate an annual travel planning programme with schools addressing congestion at school gates, improving road safety and environmental and community health and wellbeing. Baseline Surveys have been completed for three high schools and results will be used for travel planning at the schools.



*Figure 3 Tiaho Mai day at Spotswood Primary*

The Let's Go team is supporting schools with two events in term 2 - Tiaho Mai, which encourages students to dress brightly to be seen while travelling to and from school over the winter months. The second promotion being 'Caught doing good', which aims to recognise students who continue to travel actively over winter.

Over the past year, The school team has been 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 Plan, 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 setting up the modelling tools. A draft is expected by July 2023.

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.

## AGENDA AUTHORISATION

Agenda for the Regional Transport Committee meeting held on Thursday 8 June 2023.

Approved:



30 May, 2023 12:37:35 PM GMT+12

M J Nield  
**Director Corporate Services**

Approved:



30 May, 2023 1:40:24 PM GMT+12

S J Ruru  
**Chief Executive**