



AGENDA

Regional Transport

Thursday 18 April 2024, 10.00am

Regional Transport Committee

18 April 2024 10:00 AM



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Whakataka te hau

Karakia to open and close meetings

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

Nau mai e ngā hua

Karakia for kai

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



Date: 18 April 2024

Subject: Revised Government Policy Statement for Land Transport 2024 - Submission

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Approved by: M J Nield, Director – Corporate Services

Document: 3262485

Purpose

1. The purpose of this memorandum is to seek formal endorsement of the submission on the revised draft *Government Policy Statement for Land Transport 2024/25-2033/34 (Draft GPS 2024)*.

Executive summary

2. The Draft GPS 2024 signals a significant shift in priorities from the current 2021 *Government Policy Statement for Land Transport 2024/25-2033/34 (GPS)* and the previous draft GPS 2024 released under the previous Government in August 2023.
3. A submission on these changes was submitted on 2 April 2024. It identified areas of support and also concerns. The submission was circulated to Members for comment prior to the deadline. This item formally confirms the submission.

Recommendations

That Taranaki Regional Council:

- a. receives the memorandum Revised Government Policy Statement for Land Transport 2024 - Submission
- b. endorses the submission made on the Draft GPS 2024.
- c. notes the change in direction by the new Government within the Draft GPS 2024
- d. determines that this decision be recognised as not significant in terms of section 76 of the Local Government Act 2002
- e. determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determines that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Background

4. The Government Policy Statement on land transport (GPS) sets the Government's priorities for land transport investment over the next 10-year period. It also sets out how money from the National Land Transport Fund (NLTF) is spent and local authorities need to ensure spend on transport reflects the priorities outlined.
5. The Draft GPS 2024 signals a significant shift in priorities from the current GPS and the previous draft GPS 2024 released under the last Government in August 2023, which our draft Regional Land Transport Plan has been prepared under.
6. We prepared a submission on behalf of the Committee and circulated its content for comment via email, ahead of submitting it before the 2 April 2024 deadline.

Issues

7. The Committee needs to formally approve the submission made on the revised Draft GPS 2024.

Submission Summary

7. A copy of the submission is appended to this memorandum.
8. The submission itself incorporates a summary of the components which are of specific interest to the Committee. Both areas of support and concern are identified in the submission. Some of the key messages in the submission include:
 - disappointment that the draft GPS does not include emission reduction as a priority or outcome.
 - strong support for the intent to reform the planning and funding mechanisms for the NLTF and the streamlining of the business case process for transport projects to reduce the cost and improve the timeliness of decision making.
 - concern about the reduction in public transport funding.

Options

9. The options are to provide endorsement of the submission prepared and submitted to the Government on 2 April 2024 or amend the submission and to submit an updated submission to the Government.
10. The first option is recommended. If the second option is endorsed, we will provide an updated submission that includes any agreed amendments.

Significance

11. In terms of the Significance and Engagement Policy, the decision is determined as not significant as:
 - the decision does not affect a large number of residents and ratepayers to a moderate extent
 - the consequences of the decision do not affect a small number of residents and ratepayers to a large extent
 - the decision does not have a history of generating large public interest within the Taranaki region or New Zealand generally.
12. As such, further consultation and/or engagement is not considered warranted.

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

15. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the Local Government Act 2002) as outlined in the adopted Long-Term Plan and/or Annual Plan.
16. Involvement of Māori in transport planning matters remains limited, though officers are constantly seeking ways to improve the situation.

Community considerations

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

Legal considerations

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

Appendices/Attachments

Document 3252911: [Submission on revised draft Government Policy Statement on Land Transport \(GPS\) 2024](#)



2 April 2024

Document: 3252911

Draft GPS 2024 consultation
Ministry of Transport
PO Box 3175
WELLINGTON 6140

Via email to gps@transport.govt.nz

Submission on revised Draft GPS 2024

Introduction

The Taranaki Regional Transport Committee (RTC) appreciates the opportunity to provide Te Manatū Waka Ministry of Transport (the Ministry) with feedback during its consultation on the revised draft Government Policy Statement on Land Transport 2024/25-2033/34 (Draft GPS 2024).

The Committee makes this submission in recognition of:

- the purpose of local government set out in the Local Government Act 2002 (LGA), and the role, status, powers and principles under that Act relating to local authorities;
- its functions and responsibilities of a regional transport committee (RTC) under the Land Transport Management Act 2003 (LTMA); and
- its regional advocacy responsibilities whereby the RTC represents the Taranaki region on transport matters of regional significance or concern.

The Taranaki Regional Council works with territorial authorities and other stakeholders in Taranaki to enable a resilient and safe, multi-modal transport system. The RTC is a standing committee (under the LTMA) of the Taranaki Regional Council, which includes representation from the Taranaki Regional Council, the New Plymouth, Stratford and South Taranaki district councils, and Waka Kotahi NZ Transport Agency (NZTA). It receives advice from the Regional Transport Advisory Group for Taranaki, which consists of technical staff from the member organisations.

One of the RTC's key responsibilities is to prepare, review, vary and monitor the implementation of the Taranaki Regional Land Transport Plan (RLTP). The RTC therefore considers solutions that address the four community well-beings (LGA) as well as the wider range of objectives in the RLTP (per the LTMA).

General comments

Some overarching aspects of Draft GPS 2024 are noted:

- The Draft GPS 2024 signals a significant shift in priorities from the current 2021 GPS (and the previous draft GPS 2024 released under the Labour Government in August 2023) which our draft Regional Land Transport Plan has been prepared under. In some areas, the RTC supports the changes proposed in the draft GPS and in others we have concerns – both aspects are outlined in the remainder of the submission.
- General narrative of returning all Road Controlling Authorities, including NZTA, to core road maintenance. This includes the creation of specific ring-fenced 'Pothole Prevention' funding being separated from general road maintenance.
- There is a singular focus on the economic aspects of transport, often to the exclusion of other facets.

- This GPS restores the Roads of National Significance (RONS) programme, with an expectation of opening up greenfield land for development.
- There is a focus on User Pays, for example FED and RUC increases, with RUC to apply to all vehicles, and Farebox Recovery to public transport.
- The Government is planning a number of changes aimed to make land transport planning and delivery more efficient and effective. This GPS represents a transitional step while those system reforms are being implemented. The intended system reforms will cover:
 - the development of a 30-year plan for transport investment
 - streamlining the consenting process for major projects
 - making it easier for NZTA to dispose of land no longer required
 - reforming the National Land Transport Fund (NLTF) revenue system.

Key messages:

- The RTC is disappointed that the draft GPS does not include emission reduction as a priority or outcome, but note our region remains committed to reducing transport emissions, particularly through supporting mode shift.
- The RTC strongly supports the intention to reform the planning and funding mechanisms for the NLTF. Also welcome ways to streamline the business case process for transport projects to reduce the cost and improve the timeliness of decision making.
- The RTC notes that public transport is critical in a multitude of ways and is concerned about the reduction in public transport funding in real terms.

System reform of land transport planning and funding

The following points are noted by the RTC as part of their consideration of Draft GPS 2024:

- Effective land transport is vital to Aotearoa New Zealand's future. The consequences of decisions made today will impact future generations. Long-term environmental, as well as economic outcomes, must be taken into consideration. Negative environmental impacts have clear economic costs.
- Although the GPS has had a ten-year outlook for strategic outcomes the reality is that the emphasis has always been on short-term funding outcomes that have the potential to change with successive governments. This has created a short-term focus for transport planning based around the funding requests in the three-yearly reviews of the transport activity programme in RLTPs.
- On the whole, the RTC supports the proposal to introduce 10-year National Land Transport Programmes, which would align better with local government long-term plans. However we urge the Ministry to ensure that future GPSs are released well in advance of the due date for long-term plans and suggest that further work with the local government sector occur to ensure the timing of long-term planning and Regional Land Transport Planning is well understood and coordinated.
- Ensuring the GPS requires all organisations (local government and NZTA) submit detailed ten-year transport programmes for inclusion in RLTPs will provide both the Government and other parties with more certainty. However, this is still considerably shorter than best practice for such infrastructure of 30+ years.
- Ten-year investment plans are just a starting point for alignment. The RTC supports the development of a 30-year plan for transport infrastructure which is integrated with all other land use, infrastructure and environmental planning. It should address critical matters such as climate change – both adaptation and mitigation – and natural hazards. An integrated plan like this could then be represented spatially – a national spatial plan – and would guide strategic decision making on national and inter-regional issues

over the long-term and increase the effectiveness and efficiency of decision-making. Having a well-defined, committed and funded programme of work will give certainty to business, the transport and construction industry, communities, local government and NZTA.

- Real alignment will only be secured when timing as well as timeframes line up. The RTC recognises that the lack of alignment of this particular GPS with local government long-term planning processes was somewhat unavoidable. Nevertheless it has created a range of significant issues which will have downstream effects. Ideally, future GPSs would be available at least 15 months before the due date for long-term plans to be adopted and would enable integration with the development, consultation and finalisation of Long-Term Plans, Regional Land Transport Plans, and Public Transport Plans.
- Supportive of streamlining business case processes to ensure they are appropriately sized for the level of investment being considered.

Specific submission points:

- a) Future GPSs are adopted at least 15 months before the start of the financial year they apply to, so that related planning documents can appropriately take them into account.
- b) Strong general support for the system reforms indicated in the GPS of: making land transport planning and delivery more efficient and effective; streamlining business case processes; and a more stable long-term funding system for investing in the land transport network. The caveat to this support is that the local government sector must be meaningfully involved in determining what reforms will best meet the needs of all levels of government and therefore the communities we serve.
- c) Totally supportive of a complete review of transport planning frameworks to ensure they are both efficient and effective.
- d) A 30-year plan for transport infrastructure is developed at pace and includes a thirty-year investment plan for significant programmes and projects.
- e) Consideration is given to developing a national integrated spatial strategy to guide strategic decision making.
- f) Appropriate changes to the LTMA be made to allow alignment of the various process stages within the transport planning sector to support the regional and national transport outcomes sought.
- g) Appropriate changes to the LTMA be made to require all AOs including state highways to have detailed network needs for at least ten years included in RLTPs.

Funding sources now and in the future

The following points are noted by the RTC as part of their consideration of Draft GPS 2024:

- Rising costs, insufficient maintenance, and inadequate funds are recurrent and increasingly strident themes throughout RTC meetings, RTAG meetings and community feedback. These issues are made clear in the Taranaki draft RLTP 2024, for which consultation closed on 16 March 2024.
- Significant and ongoing concern at the widening funding gap between available revenue in the traditional NLTF and what is required just to keep the base transport system going, especially road maintenance. Increasing resource and compliance costs are pushing maintenance and recovery costs so high that other works are being displaced – including proactive resilience improvements.
- Taranaki's high volume of waterways has a significant impact on the land transport network, with most intersections of road and river/stream requiring additional (expensive) infrastructure in the form of a bridge or culvert. There are around 3,300 such intersections on the region's roading network, with over 1,000 of these being bridges – which equates to having a bridge about every 4 kilometres. These structures add considerably to road maintenance costs in the region.

- Forestry traffic in particular is causing significant damage to local roading infrastructure in parts of each of the three districts in Taranaki, and the budgets to maintain these simply cannot cope. Ways to address the misalignment between the quantum of costly damage caused by logging trucks relative to the amount of corresponding payment received is sought – and is in line with the user pays philosophy within this GPS.
- Ability to raise the local share continues to be an issue in Taranaki, as throughout the country. Relative to Aotearoa New Zealand, the Taranaki region has about 3% of the land area, but 5% of the local roads and 7% of local rural sealed roads – though only about 2.5% of the population to help fund this network.
- Affordability is both a local, regional and national issue. Therefore, new tools, such as time and location-based charging to manage demand, are not just welcomed – they are necessary.
- The current funding system based on Fuel Excise Duty (FED), Road User Charges (RUC) and rates is under extreme pressure. The local government sector wish to work with the Ministry of Transport and NZTA in a collaborative process to investigate and implement a new transport funding system that is fit for purpose.
- The future of revenue systems is a piece of work fundamental to the success of future GPSs, along with long-term funding and financing tools.
- The commitment to not increasing FED or RUC during this term of government creates concern that when increases do arrive, that they will not be gradual, and households will be unable to easily absorb these costs. Especially when these costs are coupled with –
 - increases to Motor Vehicle Registrations in 2025 and 2026
 - changes to revenue and funding expectations for public transport services including a focus on farebox recovery
 - reduced (halved) funding for walking and cyclingthere is genuine concern that the GPS will limit mode shift, decrease access to economic and social opportunities and exacerbate current inequities within communities and between them.
- On page 15 of the consultation document it states that “it is unfair to ask people using the roads to fund rail infrastructure.” However, this view fails to acknowledge that most people benefit from freight being delivered via rail rather than by road. Freight going via rail makes roads safer, with fewer heavy vehicles on the road resulting in less wear and tear. It reduces congestion and emissions. Furthermore, often those travelling via road will be the consumers of goods moved by rail freight. Therefore, a subsidy is necessary, and the level of the subsidy must be reasonable.
- The RTC would like to see analysis and reporting into the amount of RUC and FED collected in the region (that is, from vehicles using public roads within Taranaki) relative to the amount spent in the region through the NLTF. The RTC believes there may be merit in an operational system where the collection of RUC revenue is able to be better assigned to the region that was impacted on by the travel, but there is currently insufficient information available to determine this.
- Remains a need to draw alternative sources of funding for the foreseeable future, particularly while supporting a decarbonised transition.

Specific submission points:

- h) Strong support for a more stable and sustainable long-term funding system for investing in the land transport network.
- i) The Ministry continues to progress the Future of the Transport Revenue System review with urgency. The Regional sector must be included in a working group to further investigate future funding and financing options, including alignment between revenue, funding and pricing expectations, as they are developed by the Ministry.

- j) Investigate and then implement new funding and demand management tools to support local government.
- k) Support for the user pays philosophy within the GPS as means to undertake investigations to address the misalignment between the quantum of costly damage caused by logging trucks relative to the amount of corresponding payment received.
- l) Revisit the decision to completely remove funding for rail infrastructure from the revenue generated from road users, as rail plays an important role in better managing the wear, congestion and emissions generated on our roads. A subsidy to support rail infrastructure is needed to support the benefit rail has for all road users.

Strategic priorities

The following points are noted by the RTC as part of their consideration of Draft GPS 2024:

- The draft GPS approaches future funding and activity from predominantly an economic lens, with the overriding priority being to support **economic growth and productivity**. While the first purpose of a land transport network is to move goods and people – and transport is a critical economic enabler – the over-riding focus risks missing the vital role transport plays as an enabler of increased community, as well as societal, wellbeing and standards of living.
- The GPS also fails to sufficiently recognise wider societal outcomes, including health and climate change, by placing pre-eminence on economic growth. This is a concern, not least because of the impact of transport emissions. A stable climate underpins economic growth and productivity. Concerns regarding the lack of emissions reduction consideration in the GPS is outlined later in this submission.
- The **increased maintenance and resilience** focus is welcomed and supported by the RTC.
- Support the strategic priority **safety**, though note that a new way of engaging the public in conversations on road safety messaging is required. The conversations need to cover all aspects of road safety with an emphasis on personal responsibility and what the individual can do to improve attitudes and outcomes for safety on the roads. We also support NZTA facilitating contributions from ACC into investments that promote road safety and low-cost safety interventions being retrofitted on high-risk areas of the network.
- The GPS' safety focus should also recognise that public transport is known to be the safest transport mode. So supporting mode shift from private vehicles to public transport assists all the stated strategic priorities, along with additional ones such as reducing transport emissions, in a cost effective way.
- Note that speed affects the severity of all crashes. Even if it is not the cause of a crash it can determine its outcome. Speed should be consistent with the design speed of the road, and roads should be designed to be safe for all users, including pedestrians and cyclists. We note the reduced funding for traffic calming measures in the Local Road Improvement funding and think this sends the wrong signal. Where a benefit-cost analysis suggests this is the right measure for the right road and surrounding environment there should not be a deterrent to its use.
- Road Controlling Authorities will appreciate legislative certainty around their role in **setting speed limits**, the timeframes for this and consistent benefit-cost analysis criteria. Sufficient funding for this activity will be required.
- Support the strategic priority **value for money**, but note that value for money should be viewed in terms of whole of life costs – including maintenance and greenhouse gas emissions impacts – quality, wider societal benefits and resilience. Value for money is more than lowest cost where long-term ownership costs can be significantly increased as a result of a short-term low-cost focus. Additional signals to reflect the government's expectations in terms of value for money are requested. For example, the local government sector is required to take the four well-beings into account in their decision making. This means that additional benefits such as climate response, equity and transport choices need to be taken

into account in any value for money calculation. Consideration should be given to the same broader framework applying to Government.

- We note there are potential tensions between the “no frills” specification or least-cost aspects of the draft GPS and creating an integrated network that contributes to resilience and improved quality of life. It will be important for NZTA, KiwiRail and councils to continue to work together on programmes and projects to maximise opportunities for win/win solutions within the bounds of the GPS, Ministerial Expectations and relevant legislation.
- **A good public transport (PT) network sits at the heart of economic growth and productivity.** Frequency increases will drive the planned intensification on main corridors. If we are to fast-track urban development, the supporting PT network will require additional funding, also recognising the important of multi-modal planning supporting last and first mile.
- Recognising the focus on economic growth, GPS 2024 is silent on **accessibility, equity**, and the important societal function PT plays in responding to community need and providing connectivity for the transport disadvantaged, particularly considering the ageing population.
- Concern about the lack of focus on reducing emissions, with mode shift being one of three headline targets in the Taranaki draft RLTP 2024, and note that the Taranaki Regional Council is currently developing Better Travel Choices for Taranaki which aims to support a step change in mode shift in the region away from private vehicle use.
- Welcome the outcome ‘more efficient supply chains for freight’ and note that the Wellington, Horizons, Taranaki and Hawke’s Bay regions are planning to establish a joint governance group to look at strategic opportunities for improving freight efficiency across the Lower North Island.
- We welcome the refocusing of the Road Efficiency Group (REG) which has expanded far from what was intended. It also needs to look at sources of supply for strategic materials, for example there have been concerns about the availability of aggregate, and at procurement practice - are we paying the price for over-specification in the design and tender stages?

Specific submission points:

- m) GPS 2024 needs to be updated to recognise the importance of PT to meet the outcomes sought by the Minister of Transport.
- n) Clarification if accessibility, equity and social cohesion is a priority for the Government, as higher PT fares and potentially reduced level of service will disproportionately impact on those who are already transport disadvantaged.
- o) Ensure there is sufficient funding available for Road Controlling Authorities to do the necessary work and public engagement on speed limits to support the strategic priority of safety.
- p) Road Efficiency Group to look at strategic material supply issues and procurement practice.

Activity Class structure and funding allocation

The following points are noted by the RTC as part of their consideration of Draft GPS 2024:

- Changes in activity classes include:
 - Funding for pothole management and other preventative maintenance on state highways and local roads will be separated out from other road maintenance funding with separate activity classes, e.g. ‘Local Road Pothole Prevention’.
 - Roading improvements activity classes will not fund multi-modal improvements.
 - Safety infrastructure will be funded from roading improvements.

- Footpath and cycleway maintenance will be funded from the Walking and Cycling activity class.
 - The Rail Network activity class will not be cross-subsidised by road users.
 - Removing the Coastal Shipping activity class.
- Pothole funding (covering road resealing, road rehabilitation and drainage maintenance) is endorsed in principle. However, using the term 'pothole' in the Activity Class heading is overly simplistic and likely to result in unreasonable public expectation for quick resolutions. Potholes have resulted from prolonged under-investment in reseals and rehabilitations that will require some years of additional focus and investment to see real change on the network. These will not be quick fix repairs as may be expected by the public. It is also unclear how this fund sits alongside other maintenance needs – operations – and what the calculations are that sit behind the two amounts of funding allocated to the road maintenance activity.
- Many of the potholes in our roads are caused and exacerbated by heavy freight being moved, particularly over older pavement types and on roads not designed with them in mind. A commitment to move freight back to rail where possible, would have a significant and positive impact on the network performance of our roads, including those of national significance.
- There is more funding in roading infrastructure under the draft GPS, which given the state of the roading network, cost escalations and affordability issues is required. It is unclear how the local road pothole prevention fund figures were derived. It has the bulk of the funding, and it is forecast to grow a great deal more rapidly than the other over the life of the GPS.
- There is insufficient consideration of inter-island movements of freight and people with regard to both efficiency and resilience. Port Taranaki can provide much needed resilience for inter-island freight. A new freight service between New Plymouth and the top of the South Island would offer resilience, with the current route's vulnerability exposed by the Kaikoura earthquake related damage to CentrePort and the road and rail network around Kaikoura.
- Concern around the stated funding ranges for the rail network, particularly if rail is to play a part in reducing carbon emissions, a resilient transport network and an enabler of growth.
- There is a history of underinvestment in rail. Achievement of strategic plans is dependent on a reliable network, with hubs that enable the rural hinterland to connect with ports and markets. If the network isn't reliable and the infrastructure isn't up to task – with strategic connections – this leads to less usage, and ultimately increased funding requirements to bring the network back to an agreed level of service. This is the situation we are in now.
- Generally, rail is underutilised with the Taranaki region and the community would like to see far greater transfer of freight from road to rail, particularly of forestry logs. There is also community interest in reviving passenger rail services, particularly to link with the Capital Connection service.

Specific submission points:

- q) Clarify the basis for the funding allocations across state highway and local roads – potholes, operations and improvements and identify what, if any, trade-offs have been made.
- r) Better definitions be developed to describe the two road maintenance activity classes and consideration be given to change the name of the 'Pothole Prevention' activity class to reflect these definitions.
- s) Ensure whole of life costs are taken into account when costing infrastructure.
- t) Revisit road users being completely excluded from subsidising rail infrastructure. There are multiple benefits of removing freight from roads – reduced congestion, improved safety and lower emissions and a subsidy is needed to improve investment in rail to realise these benefits .

- u) Clarify the Government's position on the future of rail freight networks, including what is covered in the Rail Network activity class.
- v) Explain how inter-island movements of freight and people are being addressed with regard to both efficiency and resilience – noting Port Taranaki has the potential to play a significant role.

Public transport (PT)

The following points are noted by the RTC as part of their consideration of Draft GPS 2024:

- PT is identified as important for achieving the overarching priority however there seems to be little within the revised GPS to support improved public transport services. PT is a key mechanism for reducing congestion and creating efficiency on the road network. It also improves safety, as well as access and equity for people. More support and funding for PT should be evident in the GPS.
- Public transport is also a key component of an accessible transport network, allowing all members of our varied communities to access transport and participate in society. Regional New Zealand should not be forgotten in this GPS, and providing good PT should not focus purely on congestion in metros.
- We are very concerned about the reduction in PT funding in real terms and other investment signals in this GPS that could significantly impact on our region's ability to maintain and improve PT services. Improving such services is a key priority in the draft RLTP 2024, as supported by substantial previous work and community engagement. The Taranaki Regional Council is now preparing a single stage business case (SSBC) to present to NZTA for investment in improved public transport services and infrastructure, and are concerned that all this critical work could be disregarded under this new GPS.
- We understand that it is unlikely that the funding ranges will be allocated at the top end of the activity class range. Comparing the mid-ranges means a reduction in both PT activity classes, this coupled with additional activities now funded through public transport such as inter-regional rail, and the cost increases for service delivery and infrastructure improvements means the available funding to run the existing services or to improve services will be limited across the country. There are limited opportunities for third party investment, particularly in smaller regions.
- The focus on farebox recovery and increased expectation on user pays is concerning. For the majority of regions this is likely to create financial barriers to increasing patronage, reducing congestion, and implementing or trialling new services. This is particularly the case in some of our smaller urban areas where 'ability to pay' may be limited.
- Increased fare-box recovery is not a viable option until there is improved service, i.e. reliable with acceptable journey times. If funding is reduced the only way to make savings is to reduce levels of service i.e. reduce frequency and remove lower patronage services.
- A reduction in service would lead to reduced patronage, increased congestion, slower journey times, people unable to access jobs and services, increased household transport costs (including for those who can afford it the least) – together with impacts on health, safety, emissions, and lost productivity.
- We note that PT patronage figures for most regions are actually back or exceed pre COVID-19 pandemic levels, with some areas experiencing growing demand – contrary to what is stated in the GPS.
- There is no reference to the Total Mobility Scheme, which is an important service for our disabled communities assisting eligible people to access appropriate transport to meet their daily needs and enhance their community participation.
- We welcome the support for greater **housing intensification** and note that this approach to providing more, affordable housing will provide significantly better value for money than 'unlocking greenfield land' when infrastructure cost and efficiency are considered. For example, providing good, frequent public

transport services is much more efficient and cost effective along corridors with higher and less dispersed population densities.

- The draft GPS appears to support/enable more **greenfield development**. Good transport connections and public transport are a key part of unlocking growth and development and is a key requirement of a well-functioning urban environment as defined in the National Policy Statement for Urban Development 2020 (NPS-UD). Local authorities are required to give effect to the NPS-UD in their regional policy statements and district plans. Is there a potential conflict between the NPS-UD which seeks to enable development and relies on good PT connections, but the GPS doesn't prioritise PT to the same level? In any case, creating and implementing new services in greenfield growth areas are likely to be expensive – particularly as it will increase travel distance and time. There is little in the GPS that would support this to happen.
- Seek further clarification as to the changes to revenue and funding expectations for public transport services through farebox recovery and third-party sources so that we can be clear with our regional community on future affordability challenges we face.

Specific submission points:

- w) PT activity classes are to be funded at the top upper funding range, and must include the needs of regional New Zealand not just the metros of Auckland and Wellington.
- x) Amend GPS 2024 which incorrectly states that the country is not yet back to pre-COVID PT patronage levels.
- y) Work with local government to determine effective, and cost efficient, ways to support PT.
- z) Early clarity around fare box recovery targets and expectation for services failing to meet targets is needed. The potential negative impact on patronage through increasing user pays needs to be recognised.
- aa) The GPS 2024 talks to investment in metro rail network Auckland and Wellington, at a minimum we would like it to recognise the importance of PT in all key urban centres.
- bb) Quick resolution of the Total Mobility Scheme Review as Public Transport Authorities (PTAs) need to understand the funding level and future direction for Long-Term Plans.
- cc) Through the fast-track consenting process we need to ensure PT is considered at the early planning stage and that new subdivisions etc are designed with PT in mind, recognising it is difficult to retrofit public transport.
- dd) Confirmation of the direction for the Sustainable Public Transport Framework (SPTF) and any change proposed. Work is progressing at speed and has been incorporated into our long term planning instruments.

Active transport – walking, cycling and micro mobility

The following points are noted by the RTC as part of their consideration of Draft GPS 2024:

- Walking and cycling have no clear focus. Active transport goes hand in hand with PT, particularly when expanding urban areas.
- In the GPS any new investment in walking and cycling is constrained by the need for either increasing economic growth or improving safety – where volumes of pedestrians and cyclists already exist. This narrow focus does not recognise the multiple benefits from active transport, including health benefits to individuals, and ultimately, the health system, along with benefits to the environment with fewer emissions released through these modes of transportation. Funding for active transport improvements is effectively halved.

- There are concerns that any reference to safety - safer roads, safer drivers, and safer vehicles - does not include the safety of the public using the transport system as a whole.

Specific submission points:

- ee) Recognise the importance of walking and cycling, including all the co-benefits such as improved health, reduced congestion/emissions and lower road maintenance costs, and appropriately fund them.
- ff) Expand the narrowed focus the GPS has around active modes just where they are currently present.
- gg) Ensure that the safety of the public, not only those of road users, is taken into consideration.

Roads of National Significance (RONS)

The following points are noted by the RTC as part of their consideration of Draft GPS 2024:

- The Roads of National Significance (RONS) has a primary focus on roading and state highways. It sets out a series of projects the Government has identified as strategically important to Aotearoa New Zealand's transport system in the coming decades. None of these is within, or directly linking to, the Taranaki region.
- State Highway 3 (SH3) between Hamilton and New Plymouth is the priority inter-regional transport corridor for Taranaki. Consideration should be given to a new RONS on this corridor focused on resilience and efficiency, given its importance to the well-being of Taranaki and the back-up it also provides when SH1 is closed. Underscoring the importance of this route, the Taranaki Regional Council administers the SH3 Working Group which comprises the Taranaki and Waikato regional councils, the New Plymouth and Waitomo district councils, Waka Kotahi, New Zealand Police, Automobile Association and heavy transport industry. This cross-boundary multi-organisation group has been strongly advocating for improvements to this critical corridor since 2002.
- There is seemingly no definition of what constitutes a RONS, but the very fact that they are roading centric is of concern and contrary to aspirations for an integrated multi-modal transport system.
- While major road infrastructure projects may be considered as nationally important projects and therefore a RONS, there are many integrated transport projects that will increase productivity and economic efficiency that are unlikely to be given any priority under the current GPS settings. Providing a definition of what constitutes a Project of National Significance would allow regions to develop their overall transport planning in a more integrated and efficient manner.
- Consideration should be given to how the identified RONS could affect transport emissions and vehicle kilometres travelled (VKT) on completion, and comment on how any projected increase in emissions or VKT would be mitigated.

Specific submission points:

- hh) Consideration be given to resilience of SH3 between New Plymouth and Hamilton becoming a RONS project.
- ii) Further consideration be given to projects that are of strategic importance to emissions reduction and mode shift away from private vehicle use, not just the roads that are of national significance.

Emission reduction

The following points are noted by the RTC as part of their consideration of Draft GPS 2024:

- The transport sector is the country's second biggest source of greenhouse gas emissions and the majority of this comes from land transport. Most emissions come from the vehicles using the land transport

system, but transport infrastructure also creates greenhouse gases during its lifecycle of construction (embodied emissions), operation and maintenance.

- GPS 2024 is silent on environmental and emission reduction targets, noting only that the second Emission Reduction Plan 2 (ERP2) is scheduled for release later in 2024.
- The removal of decarbonisation signals at this stage is unhelpful. Whilst the ERP2 is still in development, given:
 - transport's emissions profile
 - transport's potential to contribute to net zero by 2050
 - the step changes required to meet our Paris targets;

the complete omission of climate mitigation from the draft GPS is not justified and even a different sectoral policy mix should not lead to a vastly different ERP2 given the emissions reductions we need in outer years.

- The omission influences the investment choice between classes of transport activity within the draft GPS and could undermine a long-term, inter-generational, and integrated approach to planning and investment across national, regional and local strategies and plans.
- Also, integration of ERP2 later does not sit well with the focus on a move towards pricing signalled throughout the document. A properly set road price based on resource economics will include the environmental costs of road use, especially emissions.
- One of the few initiatives to decarbonise the vehicle fleet contained in the draft GPS is the coalition agreement commitment to deliver 10,000 public EV chargers, subject to a cost benefit analysis. The work on the cost benefit should be completed before the final GPS is adopted to give certainty to the direction of travel for electric vehicles. Given the work that is already completed in this area and the potential revenue stream attached, this should be a simple, incentivised activity. The business case should be proportionate to the issue, costs and risks.
- There are a suite of travel demand management (TDM) tools that can reduce VKT and emissions, and that greater emissions reduction impacts will be achieved when multiple TDM tools are leveraged together. The RTC recommends that the Draft GPS 2024 signal the essential role that travel demand management initiatives will play in supporting the nation to achieve emissions reduction targets. We recommend that the GPS 2024 emphasise that more TDM initiatives are needed to support lasting behaviour change nationwide and regionally, to ensure that the move towards lower-emissions travel choices continues to gain momentum over the long term.
- Emissions from heavy vehicles account for nearly a quarter of the nation's total transport emissions. Inter-regionally, we identify the need for a coordinated strategic approach that accelerates the progress of the future of freight – both to reduce emissions in the freight sector, and to ensure that that modes of freight transport are efficiently integrated and delivered.

Specific submission points:

- jj) Retain the GPS as a key instrument for achieving climate change mitigation outcomes. Make emissions reductions a strategic priority in the final GPS and articulate how the necessary reduction in transport emissions at national and regional levels will be supported.
- kk) Include the environmental costs of road use – especially emissions – in road pricing.
- ll) Acknowledge the importance of TDM tools and the role they can play in reducing transport demand.

Other matters

The following points are noted by the RTC as part of their consideration of Draft GPS 2024:

Resilience:

- It is unclear how a resilient network will be achieved (as per the priority). Maintenance and rehabilitation of the road network is only one part of the equation. There seems to be a gap where consideration of network design and use of alternative transport modes will help achieve this priority. Related roading infrastructure such as end of life bridges and the resilience of other roading infrastructure which has been under-invested in, also seems to be absent.

Temporary traffic management

- A reduction in expenditure for temporary traffic management costs is welcomed. The RTC expressed specific concern about the hugely increased costs for traffic management around roadworks during the previous consultation. While the original intent of such national requirements was to improve safety, an imbalance has unfortunately resulted - to the extent that higher project costs and process inefficiencies are prohibiting completion of planned works.

Specific submission points:

- mm) Detail funding to replace end of life structures to the resilience levels sought.
- nn) Support reduced costs for temporary traffic management and request that local government is included in developing revised provisions.

Closing remarks

In summary, the RTC once again thanks Te Manatū Waka Ministry of Transport for the opportunity to provide feedback on the revised Draft GPS 2024.

We welcome further discussion of this submission should the opportunity arise.

If you require any additional information on this submission, please contact Fiona Ritson via 06 765 7127 or Fiona.Ritson@trc.govt.nz.

Yours faithfully

A Jamieson
Chairperson
Taranaki Regional Transport Committee



Date: 18 April 2024

Subject: Horizons and Waikato Regional Land Transport Plans 2024 - submissions

Authors: F Ritson, Senior Policy Analyst – Transport and J Harvey, Policy Analyst

Approved by: M J Nield, Director – Corporate Services

Document: 3262484

Purpose

1. The purpose of this memorandum is to seek formal endorsement on the submission on the Horizon Regional Council's Draft Regional Public Transport Plan (Horizon Plan) and the Waikato Regional Council's Draft Regional Public Transport Plan 2024 (Waikato Plan).

Executive summary

2. Regional councils are required to update and review their Regional Public Transport Plans periodically.
3. The Horizon and Waikato plans opened for consultation between 12 February and 15 March 2024 and 2 February and 4 March 2024 respectively. In recognition of Taranaki's shared regional boundaries we made submissions on both Plans.
4. This memorandum seeks endorsement of those submissions.

Recommendations

That Taranaki Regional Council:

- a. receives the memorandum titled Horizons and Waikato Regional Land Transport Plans - submissions
- b. endorses the submission made to the Horizons Regional Council on their Draft Regional Public Transport Plan
- c. endorses the submission made to the Waikato Regional Council on their Draft Regional Public Transport Plan
- d. determines that this decision be recognised as not significant in terms of section 76 of the Local Government Act 2002
- e. determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determines that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Background

5. Regional councils are required to update their Regional Public Transport Plans every six years and to undertake a mid-term review every three years.
6. Horizons Regional Council released their draft Regional Public Transport Plan mid-term review for consultation from 12 February to 15 March 2024.
7. Waikato Regional Council released their draft Regional Land Transport Plan 2024–2054 for consultation between 2 February 2024 and 4 March 2024.
8. We took the opportunity to make submissions on both plans in recognition of the importance of inter-regional connectivity and shared boundaries especially in relation to public transport.
9. This item seeks endorsement of those submissions.

Issues

10. The Committee needs to consider retrospectively approving the submissions made on the Horizon Regional Council and the Waikato Regional Council Regional Land Transport Plans.

Discussion

11. A copy of both submissions are appended to this memorandum.
12. In summary, the submission on the Horizon Plan provided to Horizons Regional Council on 14 March 2024:
 - acknowledged the support expressed through submissions for passenger rail;
 - agreed that there is unrealised potential associated with passenger rail in the region;
 - commended the Plan for its strong policy pathway for addressing a lack of public transport services in areas where there is need and/or demand and the significant work undertaken to date.
13. In summary, the submission on the Waikato Plan provided to Waikato Regional Council on 4 March 2024:
 - supported the strategic framework of the plan, which generally aligned well with Taranaki's draft RLTP and the maintenance and improvements on SH3 between Hamilton to New Plymouth;
 - expressed concerns due to the lack of recognition given to the issues relating to stock truck effluent and disposal.

Options

14. Two options are available, which are set out below:
 - (a) Provide retrospective endorsement of the submissions prepared and submitted to Waikato Regional Council on 4 March 2024 and Horizons Regional Council on 14 March 2024.
 - (b) Amend the submission and to submit an updated submission to Waikato Regional Council and/or Horizons Regional Council.
15. Option (a) is recommended. If option (b) is endorsed we will provide an updated submission/s that include any agreed amendments.

Significance

16. In terms of the Significance and Engagement Policy, the decision is determined as not significant as:
 - the decision does not affect a large number of residents and ratepayers to a moderate extent
 - the consequences of the decision do not affect a small number of residents and ratepayers to a large extent

- the decision does not have a history of generating large public interest within the Taranaki region or New Zealand generally.
17. As such, further consultation and/or engagement is not considered warranted.

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 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.

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.

Appendices/Attachments

Document 3252739: [Officers submission on Waikato Regional Land Transport Plan 2024](#)

Document 3255995: [Officers submission on Horizons Regional Land Transport Plan 2024](#)

Marie Jones

From: Fiona Ritson
Sent: Monday, 4 March 2024 5:58 PM
To: 'transport@waikatoregion.govt.nz'
Cc: Mike Nield; Lisa Hawkins; Cheryl Gazley; Nigel King (WaikRC); Phil King (WRC)
Subject: Officer submission on the Draft 2024 Waikato Regional Land Transport Plan

Tēnā koe

Thank you for the opportunity to comment on the draft 2024-2054 Waikato Regional Land Transport Plan.

The following feedback is provided by Officers only, and has not had the opportunity for governance review/endorsement due to the timeframes involved.

- Support for the strategic framework in Waikato's draft RLTP, which generally aligns well with Taranaki's draft RLTP (which went out for consultation on 16 February 2024).
- Strong support for any and all maintenance and improvements on SH3 between Hamilton to New Plymouth, which remains the priority inter-regional transport corridor for Taranaki. The Taranaki Regional Council appreciates the continued commitment of the Waikato Regional Council to the multi-organisation SH3 Working Group which has been a strong, and successful, advocacy body for improvements to this corridor since 2002.
- Concern that Waikato's draft RLTP 2024 makes no reference at all to stock truck effluent, either as an issue or in provision of the facilities to help address this ongoing issue. The previous Waikato RLTP included a specific implementation measure for this, as supported in our submission at the time (see excerpt below). We request that this implementation measure is reinstated.
- We further request that specific priority is given to progressing the construction of an in-transit disposal facility in the vicinity of the SH3/SH4 intersection near Piopio, which has been 'on the books' for many years now. We note that this is one of the programme of (19) prioritised sites recommended in Waka Kotahi's National Stock Effluent Disposal Programme Business Case, May 2023. This site is, in part, needed to reduce pressure on the SH3 Ahititi site – which has been in operation on Taranaki's side of the SH3 border since 2004 and had significant upgrade in recent years.

Stock truck effluent in-transit disposal facilities

As noted through the years, including in in our letter of 18 March 2018 to the Chair of the Waikato Regional Transport Committee, Cr Hugh Vercoe, the Council is highly supportive of efforts to implement the Waikato Stock Truck Effluent Strategy. The Council therefore strong supports implementation measure M44 (p62), which reads "...WRC and RCAs to continue to roll out implementation of stock truck effluent disposal sites through the region, as guided by the Waikato Regional Stock Truck Effluent Strategy and associated business case."

The Council seeks and supports the construction of stock truck effluent disposal facilities, particularly those that will service SH3 south of Hamilton to the border with Taranaki.

The Council thanks Waikato Regional Council councillors and staff of the Waikato Regional Council for their long-standing efforts to progress the construction of stock truck effluent disposal facilities. Such disposal sites will complement those already in operation in Taranaki. However, the Council is aware of ongoing challenges to progress the installation of a site on SH3 near Piopio or the SH4 intersection. It is firmly hoped that progress will be made in the 2021-24 period to address this, especially given the ongoing heavy usage that the SH3 Ahititi site in north Taranaki experiences as a result and the upgrade to that site currently in design.

Thank you again for the opportunity to provide feedback on the draft Waikato RLTP 2024. We regret that time does not allow us to do a more fulsome submission.

Ngā mihi
Fiona

Fiona Ritson

Senior Policy Analyst - Transport

Taranaki Regional Council

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Please note that I work part-time. I'm usually in the office Monday / Wednesday / Friday.



**Supporting
livelihoods**

Marie Jones

From: Fiona Ritson
Sent: Friday, 15 March 2024 3:18 PM
To: 'transport@horizons.govt.nz'
Cc: Leana.Shirley@horizons.govt.nz; Lisa Hawkins; Cheryl Gazley; Mike Nield
Subject: Officer submission to the draft 2024 Review of Horizons Regional Land Transport Plan

Importance: High

Tēnā koe

Thank you for the opportunity to consider and comment on the 2024 review of the Horizons Regional Land Transport Plan.

The following feedback is provided by Officers only, and has not had the opportunity for governance review/endorsement due to the timeframes involved.

- Support for the revised strategic framework in Horizons' draft RLTP, which generally aligns well with Taranaki's draft RLTP (which went out for consultation on 16 February 2024). This is important given the connections between our two regions.
- Ensuring efficient, reliable and safe connections between our region and the Manawatū-Whanganui region is of key importance for Taranaki. We therefore strongly support any and all maintenance and improvements on both SH3 and the Marton-New Plymouth rail Line (MNPL) within the revised RLTP. This is a priority inter-regional transport corridor for Taranaki, for movement of both people and freight (particularly to and from Port Taranaki).
- Note the Marton Rail Hub has secured government funding of the development of a debarking facility and forestry hub, and that this will act as a key logistics point for log transport to North Island ports such as Port Taranaki.
- Specific support is given for the identification in Section 17 [Inter-regional activities] of:
 - both State Highway 3 and the Marton-New Plymouth rail line as being corridors of inter-regional significance; and
 - the completion of the State Highway 43 Forgotten World Highway seal completion work.
- Additionally, we wish to highlight the role of having multiple travel options available between our region to support improving both resilience and access. Of specific note, developing inter-regional public transport between our regions has been identified in both our Regional Public Transport Plans as an important future improvement to investigate. We look forward to working together to consider options to provide public transport services for residents and visitors as well as environmental and safety benefits.
- Further strengthening of the relationship between our councils will be achieved through work on the proposed Lower North Island Freight Strategy. Consideration may wish to be given to including reference to this proposed strategy within the RLTP.

Thank you again for the opportunity to provide feedback on the draft Horizons RLTP 2024. We regret that time does not allow us to do a more fulsome submission.




The Council does not wish to speak in support of its submission.

Ngā mihi
Fiona

Fiona Ritson

Senior Policy Analyst - Transport

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Please note that I work part-time. I'm usually in the office Monday / Wednesday / Friday.





Date: 18 April 2024

Subject: Hearing of submissions on Regional Land Transport Plan 2024/25

Author: F Ritson, Senior Policy Analyst - Transport and L Hawkins, Policy Manager

Approved by: M J Nield, Director - Corporate Services

Document: 3262498

Purpose

1. The purpose of this memorandum is to introduce the submissions on the draft Regional Land Transport Plan 2024/25 – 2026/27, to hear those submitters who wish to speak to their written submission and to receive guidance resulting changes they wish made to the Plan.

Executive summary

2. Pursuant to the Land Transport Management Act 2003 (LTMA), a mid-term review of the Regional Land Transport Plan (RLTP or Plan) is required to be undertaken by the Regional Transport Committee, adopted by the Taranaki Regional Council, and then forwarded to Waka Kotahi (NZTA). The deadline for submission of the adopted RLTP has been extended to 1 August 2024.
3. In February 2024, the Committee endorsed a draft RLTP for consultation, and as such a consultation period seeking submission was undertaken running from 16 February to 16 March 2024. A total of 168 submissions were received and nine people have indicated they would like to be heard.
4. Attached to this memorandum is an officer's report which summaries the key themes raised in submissions and provides the committee with recommendations to consider in response to the submissions.

Recommendations

That Taranaki Regional Council:

- a) receives and acknowledges with thanks the submissions forwarded in response to the draft Plan.
- b) adopts the recommendations contained within the attached Officer's Report subject to any changes requested by the Committee and, as a result of submissions, amends the draft plan to give effect to the those recommendations.
- c) notes the amended plan will then be brought back to the Regional Transport Committee at the 13 June 2024 meeting for endorsement and will be adopted at the Taranaki Regional Council 25 June 2024 Ordinary Meeting.
- d) notes that the adopted Plan will be submitted to Waka Kotahi by 1 August 2024.

- e) determines that this decision be recognised not significant in terms of section 76 of the Local Government Act 2002
- f) determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determines that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Background

- 5. Pursuant to the Land Transport Management Act 2003 (LTMA), a mid-term review of the Regional Land Transport Plan (RLTP or Plan) is required to be undertaken by the Regional Transport Committee, adopted by the Taranaki Regional Council, and then forwarded to Waka Kotahi (NZTA). The deadline for submission of the adopted RLTP is 1 August 2024.
- 6. Consequently, a draft Plan was prepared and consulted on as part of the public consultation process pursuant to section 83 of the Local Government Act 2002.

Issues

- 7. The issue being addressed is the hearing and consideration of submissions received on the draft Plan and supporting documentation to enable the preparation and adoption of the final Plan.

Discussion

- 8. The draft Plan was approved for release for public consultation on 27 February 2024. On 16 February 2024, the draft plan was publicly notified as being available for submissions. The submissions closed on 16 March 2024.
- 9. There were 66 submissions received, copies of which are provided as part of the Agenda. Attached to the memorandum is a schedule of those submitters who wish to present their submission.
- 10. We have prepared the attached report that identifies the matters raised in submissions, the relief sought by submitters, and officer's recommendations and comments.
- 11. The process at this meeting is to hear all those submitters who wish to present their submission, to consider all of the submissions received and make recommendations on all of the submissions.
- 12. Following the hearing, changes will be made to the draft Plan and the amended Plan (including a track change version) will then be presented for endorsement by the Committee at the 13 June 2024 Meeting. The Plan will then be adopted at the Taranaki Regional Council Ordinary Council Meeting on 25 June 2024.
- 13. Once adopted, the revised Plan will be submitted to Waka Kotahi by 1 August 2024. The adopted Plan must be taken into account by Waka Kotahi when determining what activities it will include and fund through its National Land Transport Programme.
- 14. It should be noted that the draft Plan is required to be prepared in accordance with the Government Policy Statement for Transport (the GPS). An updated draft GPS was released for comment during the public consultation period of the draft Plan. The changes in the draft GPS will result in the rearrangement of activity classifications as relevant to the draft RLTP, but the wording and intent of project focus remains the same. It is expected that this change will lead to necessary updates to figures by the Authorized Organizations, but we expect these to be dealt with via variations or internal processes and do not need to amend the draft RLTP at this late stage. Further, whilst there has been some change to the draft GPS, it is important to note that this does not necessitate change to the regional goals and regional strategic framework contained within the draft RLTP.

Options

15. At this stage of the process, there is only one viable option being the consideration of submissions and progressing forward to finalizing the plan. Any other option to fundamentally change the Plan or to seek further consultation and/or engagement will result in the Council missing its statutory deadline of submitting an approved Plan to Waka Kotahi by 1 August 2024.

Significance

16. In terms of the Significance and Engagement Policy, the decision is determined as not significant as:
 - the decision does not affect a large number of residents and ratepayers to a moderate extent
 - the consequences of the decision do not affect a small number of residents and ratepayers to a large extent
 - the decision does not have a history of generating large public interest within the Taranaki region or New Zealand generally.
17. A special consultative procedure has been completed as part of the preparation of the Plan. As such, further consultation and/or engagement is not considered warranted.

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 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.

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.

Appendices/Attachments

Document 3257683: [Officer report on draft RLTP 2024 submissions](#)

Document: [RLTP Submissions](#)

Document 3264245: [Speaker time allocations](#)

Officer's report

Draft Regional Land Transport Plan for Taranaki 2024/25-2026/27

known as the 'Draft RLTP 2024'

Document: #3257683-v4

8 April 2024



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Introduction

This report outlines points made in submissions to the draft *Regional Land Transport Plan 2024/25-2026/27*, including recommendations and responses to the points made and an explanation on the reasons for the response.

Submissions were received from 16 February to 16 March 2024.

Submission method	# of Submissions
Online survey tool (Social Pinpoint)	58
Emailed bespoke submission	10
Total received	68

A summary of key submission areas is provided on the following pages with more detailed responses by each submission in the rest of the report.

Feedback on the Vision, headline targets, and regionally significant project ranking are summarised first.

In the 'Officers comments', unless stated otherwise, the comments are as provided by Taranaki Regional Council staff. Where a response has been provided by other parties such as road controlling authorities, the comments will identify the relevant individual organisation providing the response.

Where original submission text has been summarised by officers, this is *italicised*.

Where a change to the Plan is recommended by officers, this is **highlighted**.

A full copy of the submissions received is provided separately.

Frequent abbreviations used:

AMP	Activity of Asset Management Plan
BTC	Better Travel Choices for Taranaki
GPS	Government Policy Statement on Land Transport
LTMA	Land Transport Management Act 2003
NPDC	New Plymouth District Council
NZTA	Waka Kotahi NZ Transport Agency
ONF	One Network Framework classification system
RCA	Road Controlling Authority
RLTP	Regional Land Transport Plan for Taranaki
RMA	Resource Management Act 1991
RPTP	Taranaki Regional Public Transport Plan
RTC	Regional Transport Committee
SDC	Stratford District Council
SH	State Highway
STDC	South Taranaki District Council

Note: A substantial amount of the feedback received during consultation is out of scope for this Plan, which is a high-level strategic document. This feedback is being collated and directed where the matters raised can more appropriately be addressed. Some aspects, particularly those regarding rail utilisation, will be brought back before the Committee at a later date.

Summary – Vision

Currently in the draft RLTP 2024 –

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

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

Explanation

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

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

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

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

A safe transport system enhancing liveable places – refers to protecting people from transport-related injuries and harmful pollution, while providing enhanced transport choices (e.g. walking and cycling) that connect communities and support social cohesion. Liveability is the sum of the factors that add up to a community's quality of life — including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment and recreation possibilities. The region's vibrancy and liveability is key to attracting people to live, work, play and invest in Taranaki.

Key submission themes on the current Vision	Recommended response
<p>Mostly supportive, though suggestions to specifically mention other aspects to make their importance clear, particularly:</p> <ul style="list-style-type: none"> ● sustainability and/or emission reduction/low emission / carbon-neutrality ● social equity ● responsive and user-focused ● accessibility ● rail <p>Sample of suggestions:</p> <ul style="list-style-type: none"> - "A resilient and connected region that champions an accessible carbon neutral transport network that strengthens communities and forms a cornerstone of our rohe's circular economy" - "A vibrant, resilient and connected region, with a safe and environmentally responsible transport system that enhances life for all" - "A vibrant, resilient, well-connected region, with a safe, equitable transport system supporting liveable, sustainable places." We feel the suggested change better reflects mode shift, along with managing safety and resilience. - "A vibrant resilient and connected region, with a safe, sustainable and accessible transport system enhancing liveability for communities." 	<p>Amend vision to specifically include sustainability:</p> <p><i>"A vibrant, resilient and connected region, with a safe, <u>sustainable</u> transport system enhancing liveable places."</i></p> <p>Update related explanation notes also.</p>

Summary – Headline targets

Currently in the draft RLTP 2024 –

Three **headline targets** have been set for **the next 10 years** (to 2034) to focus on delivering specific elements of the Plan’s 30-year Vision —

Improving safety

A 40% reduction in deaths and serious injuries

Aligns with the Government’s *Road to Zero: National Road Safety Strategy 2020-2030*.

Fatalities and casualties from road and rail crashes impose high social and economic costs on the region and country. Efforts on a range of fronts will continue to improve safety on the land transport network.

Increasing mode shift

More trips made by walking, cycling and public transport throughout the region

Reflects the region’s aspirations for improved and healthier travel choices and a reduction in carbon emissions.

Increasing mode shift away from private vehicles has a range of environmental and well-being outcomes, as well as reducing traffic congestion through effective and efficient mass movement of people and corresponding financial pressures to increase roading capacity. Mode shift requires improving the availability and attractiveness of public transport and active transport modes.

Improving reliable connectivity

Less travel disruption for road traffic

The resilience of the road network directly impacts on connecting communities and enabling products and services to get to and from market. Improving the robustness and reliability of the road network is crucial to reducing travel disruption and enabling commercial operators to meet their travel times. Key components to resilience in this instance are:

- Weather-related events blocking and/or damaging roads (e.g. overslips, downed trees) noting climate change is increasing the frequency and severity of these events.
- Vehicle crashes blocking a road, with no suitable alternative route.
- Road pavements and structures not being fit-for-purpose and/or failing, due to age, insufficient maintenance, or use beyond their designed capacity (e.g. logging trucks on rural access roads).

Key submission themes on the three headline targets

Overall	Recommended response
<ul style="list-style-type: none"> • Mostly supportive, though many would like to see measurable targets in place for each target, particularly for mode shift. • Some confusion created by most submitters not referring to the draft Plan itself, so did not see the explanatory notes that accompany each headline target on page 33. • Some requests for overarching target of rapidly reducing emissions, e.g. 'These targets are all good. A reduction in carbon emissions would be another important target to be added. It's implied in target 2 but should be a target by itself.' • And also requests for specific mention of rail, including as an additional target e.g. "Increased use of rail for freight. A 50% increase in annual rail freight volumes carried within the region by 2027." 	<p>Keep to three headline targets, largely in their existing form, but make the mode shift target 'SMART'er.</p> <p>Agree that reducing transport emissions is essential. This Plan's role in that area is dominantly through supporting mode shift.</p> <p>Greater utilisation of rail is supported, but this Plan can only advocate in that area so a specific target is not considered appropriate.</p>
1. Improving Safety – A 40% reduction in deaths and serious injuries.	Recommended response
<ul style="list-style-type: none"> • General support. Some requests for this to be 100%, though others thought 40% was overly optimistic without being able to systemically address the multiple underlying issues contributing to road fatalities. 	<p>No change. This is a nationally consistent target.</p>
2. Increasing mode shift – More trips made by walking, cycling and public transport.	Recommended response
<ul style="list-style-type: none"> • Mostly supportive but seeking a measurable target. <p>Sample of suggestions:</p> <ul style="list-style-type: none"> - 'Increasing mode shift. More trips by walking, cycling and public transport <u>both road and rail</u>' and this should be number one and that it should be given a time and percentage outcome. e.g. 20% increase in public transport by 2030. - Recommends that the measure of 'more trips' by active and public transport is either replaced with a percentage target or to 'an increased proportion' of trips. - Excellent starting targets. There should be regular pre-defined progress reviews to adjust targets as required, with the aim of increasing/improving public transport. - Adopt a specific, measurable target for mode shift or nothing will happen e.g. 20% reduction in driving by 2035 or similar. 	<p>Changed recommended – add a measurable 10-year target for increasing mode shift.</p>
3. Improving reliable connectivity - Less travel disruption for road traffic.	Recommended response
<ul style="list-style-type: none"> • Some confusion around the meaning of this target, especially the term 'travel disruption'. • Suggestion that the public and active transport network's reliability and connectivity also be included in this. 	<p>No change. There is sufficient explanation provided in the accompanying text within the Plan.</p>

Summary – Priority ranking

Submissions on the ranking of the ‘regionally significant projects’ identified for the next three financial years (Table 8, page 61 of draft Plan)

- Of the 68 submissions received on the draft Plan, 44 submitted specifically on the proposed priority order, as summarised in Table 1 below
- The bold font shows the priority ranking assigned by the Committee in the draft Plan, whereas the blue shading indicates the ranking preferences of submitters.
- Based on this feedback, it is recommended that the Committee consider swapping the 2nd and 3rd priority rankings.

Table 1: What order should these priority projects be in?

Project priorities	A step-change in public bus services from October 2025	Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera	Further work on the New Plymouth Integrated Transport Framework	The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes for the South Taranaki Business Park	Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood
Priority 1	31	8	2	3	0
Priority 2	1	11	25	5	1
Priority 3	7	13	6	11	6
Priority 4	3	3	7	15	14
Priority 5	2	7	3	8	22
Totals	44	42	43	42	43

Sample of feedback:

- A step-change in public transport is so overdue in Taranaki. It is used by people with the greatest need, so that's where we should be concentrating investment to raise quality of life for everyone.
- Rail should be included in the public bus services step-change.
- Add new activity ‘Port Taranaki – Quayside and Hinterland Upgrades’ to the regionally significant activities proposed for funding schedule as a Priority activity.

Summary – Key submission themes

Submissions	Topic	Key submission themes	Recommended responses
1, 2, 3, 9, 11, 16, 19, 21, 26, 33, 34, 36, 37, 41, 42, 43, 45, 47, 48, 50, 56, 57, 58, 61, 63, 66	Public transport	<p>Improvements to all bus services through New Plymouth and the region needed urgently to support a range of community needs, particularly for Waitara and Inglewood.</p> <p>Recognition should be include of PTs safety benefits, and role in reducing inequity.</p>	<p>As noted in the Plan, most specifically on page 23, improving PT (services and infrastructure) throughout the region is a top priority, with the details being determined through related work streams which are well underway. No change to the Plan itself as PT detail is out of scope, however note the level and tenor of comments supports the ranking of PT Improvements as #1 for the region in Table 8. A range of smaller PT improvements are already being actioned such as a Waitara Express service starting on 20 May 2024.</p> <p>The safety benefit of public transport is not explicitly clear within the strategic framework so it is recommended that this is included as an additional measure under the 'Safe & Healthy People' objective.</p> <p>Reducing inequity is not explicitly referenced within the objective framework despite being an outcome desired and achieved by many of the measures set within all six objectives. Recommend including reducing inequity as a desired outcome under the 'Accessible' objective.</p>
5, 13, 28, 32, 33, 36, 41, 42, 43, 44, 49, 51, 52, 53, 54, 55, 56, 57, 58, 61	Rail freight	<p>Want transfer of freight from road to rail to improve safety, reduce wear on roads, and reduce transport emissions. Specific references made to logs.</p>	<p>With regard to specific actions to better utilise rail in Taranaki, the Committee has very limited influence on commercial decisions such as those made by KiwiRail.</p> <p>However it is recommended that consideration is given to how the Committee can strengthen their advocacy/involvement in this area.</p> <p>The Committee will also be involved in the multi-organisation Lower North Island Freight Strategy outlined in Table 13, which will consider freight efficiency and resilience matters.</p>
5, 17, 28, 32, 33, 40, 41, 52, 53, 55, 56, 58	Passenger rail	<p>Want greater utilisation of the rail network including for passenger rail to support a range of access and environmental aims.</p>	<p>Community interest in reviving passenger rail in the region is well-known from previous consultations, and seems to be gathering strength.</p> <p>Refer to the above response, plus it is recommended that an additional measure is added under the Accessible objective to advocate for a feasibility study of passenger rail.</p>
8, 14, 18, 21, 26, 44, 51, 54, 61, 62	Road maintenance	<p>Need to improve road surface quality, including concerns around workmanship of roading contractors/crews.</p> <p>Related need to have sufficient funding for maintenance.</p>	<p>Comments noted and largely agreed. No change to the Plan itself as RCAs operational budgets and maintenance decisions are out of scope. However, note the level and tenor of comments supports the decision of such maintenance of the region's base land transport assets being included in the Plan automatically, without regional prioritisation, as they would default to the highest possible priority – outlined on p56 of Plan.</p>

			Consider whether the importance of maintaining and operating the transport system needs to be more prominently articulated in the Plan, including that maintenance funding is an overarching priority.
10, 21, 27, 28, 29, 30, 31, 37, 41, 53, 54, 56, 57, 58, 59, 61, 62	Climate change / emissions reduction / resilience	Need to rapidly reduce transport emissions, through changes to how we live and move about the region. Want multi-modal options to help community resilience.	Consider explicitly incorporating 'sustainable' in the Vision. Further expansion to the description of resilient in the Vision is warranted to reflect the opportunity to support change to decarbonise our transport systems as a means to better mitigate climate change effects. Make it clear on page 32 that the six objectives have equal ranking, with the numbering used simply for ease of reference. Include a measure to ensure networks consider and develop a range of alternative and viable routes.
4, 9, 29, 37, 41, 43, 47, 48, 54, 56, 57, 59, 62, 66	Active modes	Increase active mode facilities and usage, including providing more safe cycling paths so can travel greater distances without using a car.	A measurable target for mode shift is recommended. The provision of active and public transport modes are specifically covered by objectives 3, 4 and 6. However the benefits of active and public transport in supporting economic wellbeing, growth and productivity should be made explicit in the Enabling objective.
16, 54	Inglewood	Range of improvements sought to transport system throughout Inglewood	As with feedback during the 2021 RLTP consultation, ongoing issues in Inglewood have been well-outlined by submitters. Progress is being made and it is noted that NPDC has included a Programme Business Case 'Inglewood village network assessment' within Table 6 of the Plan.
9, 36, 49, 61	Freight efficiency, Port Taranaki and coastal shipping	Mode-neutral freight efficiency. Important role that coastal shipping could play both in freight efficiency/resilience, and during large scale emergency events. Supporting onshore wind energy generation through improvements to Port Taranaki infrastructure.	Ensure that the multi-organisation Lower North Island Freight Strategy outlined in Table 13 has resilience as well as mode-neutral efficiency as guiding strategic goals. Make explicit the importance of Port Taranaki infrastructure to support NZ's desire to develop renewable energy, with specific studies referenced.
42, 51, 54, 61	Damage caused by forestry harvesting	Safety issues and damage to roads caused by logging traffic, along with	Clarify that it is the intensity (concentrated window) of logging traffic movements that are the key issue, and the roading rates that are paid based on land value or capital value of property are insufficient - dairy farms pay far more than forestry for equivalent land size.

		<p>seeking transfer of logs to rail wherever possible.</p> <p>Slash management concerns.</p>	<p>Agreed that specific mentioning of slash management and land care following harvest would be beneficial. Recommend that this aspect of forestry be included where appropriate within sections 2 and 3 of the Plan.</p>
<p>35, 36, 49, 51, 59, 61</p>	<p>Funding systems</p>	<p>The current mix of funding, financing and revenue mechanisms are not sufficient to maintain transport infrastructure, let alone fund major capital work programmes or provide agility to move away from the BAU approach.</p> <p>Transport funding system fundamentally broken and does not sufficiently support the wider benefits of transport.</p> <p>A range of different short and long-term funding solutions are required.</p>	<p>These concerns are well outlined within the Plan, and change is advocated for through other mechanisms such as the submission on the Government Policy Statement on Land Transport.</p>

Summary – Future resilience and sustainability

On looking to the future *“To what degree would you accept the economic and social impacts of making our transport networks resilience and sustainable?”*

Key submission themes on the challenges ahead for the future sustainability and resilience of our transport networks, including likely cost increases and changes to how we get around	Recommended response
<p>Mostly understanding of the significant challenges ahead, though wide variation on how to address them.</p> <p>Sample of feedback:</p> <ul style="list-style-type: none"> - Agree. I accept this would need more funding but this should be targeted at heavy road users such as commercial and freight vehicles. - The focus in the above statement is on roads. I would accept the economic and social impacts of making our transport networks resilient and sustainable if the priorities make sense, e.g. rail should be part of the resilience strategy for the impacts of climate change. Sustainability requires a good public transport system and active transport infrastructure for net zero goals. Rail has a low carbon footprint and gives another option in the event of disasters. - Living rural for more than two years, changes in the way I use transport networks are nearly impossible. I rely on my private transport. The recently updated Southlink bus service operates 3 days a week only with a timetable that doesn't fit with my working hours. You need to find ways and provide services that attracts the people of Taranaki to think twice if it's really necessary to use their own vehicle. If you believe in "greater good" then public funding is well used for public transport (and encouraging a more active lifestyle). - I think introducing tolls for certain roads would be a more beneficial option as opposed to charging residents by increasing rates. - It would be irresponsible not to address these issues. When rate/ tax payers see, use and experience improved facilities they become more appreciative. No-one likes to pay more but incrementally is better than a major increase inside a short timeframe. - I would not accept economic changes if we continue to ply the use of motor vehicles above rail, cycles etc. In the early 1970's, with under half the population that New Zealand currently has, we had a fantastic rail system, servicing our region. We need to work urgently on updating and re-instating rail. - I completely support the economic and social impacts of making our transport networks resilient and sustainable. It will undoubtedly be expensive and initially inconvenient but the alternative (not building for sustainability and resilience) is a death wish and will ultimately be far more expensive and inconvenient. In addition, moving society away from the "individually owned car" also makes for a more equitable society as children, teenagers, the elderly, people with mobility issues or those who cannot afford a car will regain their independence again. Lastly, it will also make for a more connected society that's more in relationship with each other (because we will have had to get out of our isolating, individually owned cars), which adds to community resilience. - Willing to accept costs as long as the changes show comprehensive and accessible environmental, health, transport and economic benefits. - Is there a plan for the train system? - We should be prioritising resilience, and mode shift to reduce volumes rather than building more and more road surface area. - I would accept high social impacts and medium economic impacts 	<p>A range of specific changes to the Plan are suggested in response to feedback provided. These are noted against the individual submissions on later pages.</p>

Submission 1: Ross Kelly

Submitter's comments and requests		Officers' response and recommendations
Summary of submission: <i>Seeking improved public transport for Inglewood residents.</i>		PT detail is out of scope, no change to the Plan.
1.1	<p>Public transport provision in Inglewood</p> <p>I live in Inglewood we need better public transport on a more regular basis we are part of the NPDC demographic but don't get treated fairly when it comes to public transport, the New Plymouth busses travel to Bell Block and Waitara on a regular daily routine. We need a regular bus service between Inglewood and New Plymouth and also busses to run on weekends would be very helpful, the Connector comes 4 times a day but there are several hours between services and as we are part of NPDC District we deserve a better public transport service, if you want more cars off our Roads you need to invest and improve the service.</p>	<p>Officers' comments</p> <p>Comments noted. As outlined in the Plan, most specifically on page 23, improving PT throughout the region (including Inglewood) is a high priority. The details are being determined through related work streams which are well underway. Such detail is out of scope of this Plan.</p>

Submission 2: Annette Conroy

Submitter's comments and requests		Officers' response and recommendations
Summary of submission: <i>Seeking improvement of public transport across the New Plymouth district urgently, with specific mention of Waitara.</i>		PT detail is out of scope, no change to the Plan.
2.1	<p>Priority order of regionally significant activities</p> <ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further work on the New Plymouth Integrated Transport Framework 3. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 4. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 	<p>Officers' comments</p> <p>Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>
2.2	Comments on the priorities	Officers' comments

	Extension of public transport is an urgent priority. Frequency of services out to Waitara. Time tables across New Plymouth increased to evenings and weekends. Routes extended to reach Hospital, Ports and other big employers from Waitara, through other nearby suburbs. Lack of transport is negatively affecting social conditions and living standards. People need public transport to access health care, education, employment, recreation, retail, events and recreation. It would also enhance tourism and local economy.	Comments noted. As noted in the Plan, most specifically on page 23, improving PT throughout the region (including Waitara) is a high priority, with the details being determined through related work streams which are well underway. It is noted that a Waitara Express bus service is launching on 20 May 2024.
2.3	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	Effective public transport is required to lift living standards, social conditions and local economy. For people to access businesses, events, employment, health care, social supports, recreation etc.	Comments noted. Refer to summary of themes earlier in this report.

Submission 3: Annette Conroy

Submitter's comments and requests		Officers' response and recommendations
Summary of submission: <i>Seeking improvement of public transport across the region and New Plymouth district in particular, with specific mention of Waitara.</i>		PT detail is out of scope, no change to the Plan.
3.1	Priority order of regionally significant activities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further work on the New Plymouth Integrated Transport Framework 3. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 4. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
3.2	Comments on the priorities	Officers' comments
	Extension of public transport in New Plymouth and Taranaki is an urgent priority. Increasing frequency of services to out to Waitara. Including routes from Waitara, through nearby suburbs to Hospital, port, other big employment	Comments noted. As outlined in the Plan, most specifically on page 23, improving PT throughout the

	and business areas. Expanding time table of all routes to evenings and weekends. These upgrades are required to improve the living standards and social conditions of the regions. For people to access health, employment, education, business, retail, social supports events and recreation. Also to enhance tourism and the local economy.	region (including Inglewood) is a high priority. The details are being determined through related work streams which are well underway. Such detail is out of scope of this Plan.
3.3	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	New Plymouth and Taranaki urgently need expanded public transport to lift social conditions and local economy. For people to access essential services and employment, events and local attractions, recreational reserves and activities.	Comments noted. Refer to summary of themes earlier in this report.

Submission 4: Shuna Giles

Submitter's comments and requests		Officers' response and recommendations
4.1	Comments on vision	Officers' comments
	Too many words. How about "A vibrant region connected by safe transport."	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
4.2	Comments on targets	Officers' comments
	<ol style="list-style-type: none"> 1. Needs to be 100% for the target. 2. Definitely agree. 3. It needs clarification on whether you mean disruption by roadworks etc. 	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
4.3	What order should these priorities be in?	Officers' comments
	<ol style="list-style-type: none"> 1. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 2. Further work on the New Plymouth Integrated Transport Framework 3. A step-change in public bus services from October 2025 4. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.

	5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood.	
4.4	Comments on the priorities	Officers' comments
	I do not know where the intersections are re Kerry Lane etc. The one about new commercial vehicle centres has American spelling and is very badly written so does not make sense. What is a step bus change? I never use the bus so it will not make any difference to me.	Comments noted.
4.5	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	I would love to see more cycle lanes so I can go further without using the car such as to Inglewood, Oākura etc. but at the moment it is too dangerous on the road.	Comments noted and collated in themes summary.

Submission 5: Deborah Smith

Submitter's comments and requests		Officers' response and recommendations
Summary of submission: <i>Seeking greater utilisation of the rail network, both for freight and passengers.</i>		Support for greater utilisation of the rail network noted
5.1	Comments on vision	Officers' comments
	Sounds good: the roads would be safer if more goods were transported by train, meaning considerably fewer trucks using our state highways. This would mean much less wear and tear on these roads.	Support for vision noted. Desire for more freight moved by train noted.
5.2	Comments on future sustainability and resilience of our transport networks	Officers' comments
	The rail network is right there. Not only for transporting goods, but many people love train travel. Why not utilise the rail network for both stuff, and passengers	Support for greater utilisation of the rail network noted.
5.3	Other comments	Officers' comments
	More trains = fewer trucks = less disruption through munched up roads = safer travel	Comments noted and collated in themes summary.

Submission 6: Maryanne Hooper

Submitter's comments and requests		Officers' response and recommendations
6.1	Comments on vision	Officers' comments
	Wonderful	Support noted
6.2	Comments on targets	Officers' comments
	Fantastic	Support noted
6.3	Comments on priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 3. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 4. Further work on the New Plymouth Integrated Transport Framework 5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
6.4	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	Do it as we need to be forward thinking	Support noted

Submission 7: Sheryl Rupapera

Submitter's comments and requests		Officers' response and recommendations
7.1	Comment on provision of additional bus stop (Eltham)	Officers' comments
	I am wanting to know if it's possible to put another bus stop down BP station end of High street. The reason being that my sister in law and probably others can't walk up to library and so have to wait until someone is going that way. To me it seems logical seeing the bus is going that way. She has asked the bus driver to let her off but he doesn't like doing that.	Request for additional bus stop at Eltham noted and passed on to STDC and the TRC Transport Team. Such detail is outside the scope of the Plan.

Submission 8: Daniel Holdt

Submitter's comments and requests		Officers' response and recommendations
Summary of submission: <i>Need to improve road surface quality, including concerns around workmanship of roading contractors/crews. Considers spending on PT services and active mode infrastructure to be wasteful.</i>		
8.1	Comment on vision	Officers' comments
	Resilience is probably the key there. That will bring the rest. Take a look at the contractors fixing our roads.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
8.2	Comment on targets	Officers' comments
	Don't put our money into cycle/walk ways. People need to want to do it first. This generation is lazy and can't be arsed walking or cycling. Also people are in to much of a rush these days to walk somewhere	Comments around walking and cycling noted.
8.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 2. Further work on the New Plymouth Integrated Transport Framework 3. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.

	<p>4. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood</p> <p>5. A step-change in public bus services from October 2025</p>	
8.4	Comments on priorities	Officers' comments
	Honestly all of that's a waste of time. Most companies keep their commercial units in good shape. I'm more concerned about the lack of care for our road surfaces and the piss poor workmanship on them.	Comments noted, particularly the focus on improving road surface quality and workmanship.
8.5	Comment on the future sustainability and resilience of our transport networks	Officers' comments
	Look at our roading contractors. From the ones laying it to the ones maintaining the road edges. We waste too much money on cycle ways etc, public transport that has two people sitting on a bus. It's a waste. Tidy up our roads and the edges of them. The road works crews can't seem to get anything to stick down. We are far too PC in every thing we do. I wonder how worse of the climate will actually be because of all the woke crap we do to tick a box!!	Comments noted, particularly the focus on improving road surface quality and workmanship.
8.6	Comment on other issues	Officers' comments
	As above.	Comments noted

Submission 9: Miss Jay

Submitter's comments and requests		Officers' response and recommendations
9.1	Comment on vision	Officers' comments
	Maybe mention adaptability and flexibility to reflect all the changes that happen around specific local events, eg americarna, garden fests, womad, cruise ship visitors etc	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
9.2	Comment on targets	Officers' comments
	Number 3 seems too vague, do you mean due to washouts, slips, structurally unsafe bridges, storm events or just less disruption because less roadworks? Considering all the infrastructure building in Waitara, Hāwera and south	Explanatory notes for this target are provided on page 33 of the Plan (refer below). No change.

	<p>where the new wind farms seem like a foregone conclusion, goal 3 seems to imply there'll be less use of roads and less need for road maintenance, which is not realistic as our region continues to boom in all sectors.</p>	<p>The resilience of the road network directly impacts on connecting communities and enabling products and services to get to and from market. Improving the robustness and reliability of the road network is crucial to reducing travel disruption and enabling commercial operators to meet their travel times. Key components to resilience in this instance are:</p> <ul style="list-style-type: none"> ▪ Weather-related events blocking and/or damaging roads (e.g. overslips, downed trees) noting climate change is increasing the frequency and severity of these events. ▪ Vehicle crashes blocking a road, with no suitable alternative route. ▪ Road pavements and structures not being fit-for-purpose and/or failing, due to age, insufficient maintenance, or use beyond their designed capacity (e.g. logging trucks on rural access roads).
<p>9.3</p>	<p>Order of targets</p> <ol style="list-style-type: none"> 1. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 2. Further work on the New Plymouth Integrated Transport Framework 3. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 4. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 5. A step-change in public bus services from October 2025 	<p>Officers' comments</p> <p>Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>
<p>9.4</p>	<p>Comments on priorities</p> <p>Having to wait for the step change (does that mean more buses so we can actually get across town when we need to) is too long. You cannot achieve the cultural shift needed to grow public transport while it's in its current state. The lack of access to buses at regular half our slots and the lack of after dark bus transport is a MAJOR barrier to access. All the big stuff seems fairly well thought out, the busiest routes must be done first and in their entirety, but buses are a huge asset to the region if you know how to market them. Doesn't even have to be anbus size bus, a</p>	<p>Officers' comments</p> <p>Comments noted. As outlined in the Plan, most specifically on page 23, improving PT throughout the region is a high priority, with the details being determined through related work streams which are well underway.</p>

	<p>fleet of 12 seater vans zipping around town (I think Nelson has this, maybe Sth Taranaki too) are probably a better solution as apart from the school runs, a bus is never more than half full.</p>	
<p>9.5</p>	<p>Comments on the future sustainability and resilience of our transport networks</p> <p>Don't bother putting in more cycle lanes until all underground infrastructure and intersection safety (more roundabout please, less bottlenecks) is implemented. Not sure how you'd be able to build roads to withstand something like Gabrielle but keen attention to flooding prone areas (stop building in swamps and repo, natures lungs to prevent flood damage) before work begins is key.</p> <p>Speed limits are not so much the problem, as 80kms (Bellbk to Waitara) just makes people hōhā. Merging lanes and roundabouts would make it safer for all the intersecting traffic at that stretch of road (Big Jims, the intersection of Mangati road (do away with this death trap).</p> <p>In order to be truly resilient and actually sustainable, whatever you do needs to last, under heavy truck use, in the rain, when cycling events are on, when it's black ice and hail, do not just go with lowest tender, go with proven long term products. The money/debt will always be there.</p>	<p>Officers' comments</p> <p>Comments noted and referred to RCAs.</p>
<p>9.6</p>	<p>Comments on any other issue</p> <p>Page 6 [9] mentions the forestry and logging industry with specific mention of rail access out of the region. This use of rail should be primaried over roads as kt has a direct impact on safety. Likewise there should be specific mention of slash management and land care following harvest based on the horrific "learnings" from Gabrielle. We are no different from the coast</p> <p>Page 40 [16] the footnote about the 40km of road in the Manawatū district, for funding purposes, has somebody somewhere checked that this stretch of road has been included in a maintenance plan, as it could easily fall through the "boundaries vs districts map line arguments" crack.</p>	<p>Officers' comments</p> <p>The RTC has no control over commercial decisions related to forestry, so can only advocate for greater use of rail for transporting logs.</p> <p>Agreed that specific mentioning of slash management and land care following harvest would be beneficial. Recommend that this aspect of forestry be included where appropriate within sections 2 and 3 of the Plan.</p> <p>The footnote referred to is, "This excludes the 39.4 km of SH43 in the Stratford District located within the Manawatu-Whanganui region. Of note, this portion of SH43 is not accounted for in expenditure figures within the Plan, as Waka Kotahi's costings are based on regional not district boundaries."</p> <p>This portion of SH43 is certainly included within NZTA's maintenance plan. In fact, there are significant upgrades</p>

	<p>being undertaken right now including seal extension through the Tangarakau Gorge – per Table 7 [Committed projects] of the Plan.</p>
<p>Page 44 [16], heavy vehicle road users- how are these big businesses with big profits contributing to our road maintenance, are the plans for logging truck tolls or similar for dairy tankers, like a "lease our roads" thing, as their impact is constant and us rate payers shouldn't have to prop up a business. User pays should apply to big business, they are not gonna take their business elsewhere so make them pay.</p>	<p>Road User Charges (RUC) is the user-pays system in place for heavy commercial vehicles (HCV), along with overweight permits. Trucks are regularly checked by Police to ensure that RUC and weight limits are in order. The Plan includes a proposal in Table 8 for Commercial Vehicle Regional Safety Centres in the region as part of a national programme to address HCV compliance.</p>
<p>Page 44 [16], freight movements, a more direct plan is needed, if you can go by rail you should (make it cheaper for logging trucks to go by rail) it makes no sense to have the rail network barely used. Huge potential here especially with regards to all the infrastructure being done in south Taranaki.</p> <p>Page 43 [18], what is TRC or Venture Taranaki or whomever doing to increase client demand from KiwiRail (who generally seem to not give a damn)? Why are we sitting here hamstrung by a broken rail network (SOL) and some hardly used golf cart enthusiasts when the rail network could dramatically alter our long-term transport goals? I don't think it's good enough for TRC to just say "we're investigating more rail hubs" but KiwiRail won't fix the main route unless there is client demand. Who are the clients if not us the rate payers?</p>	<p>Comments noted. Table 13 outlines a multi-organisation Lower North Island Freight Strategy which will consider all such matters. However, KiwiRail is run as a commercial entity, and the Committee's role in rail remains advocacy-based.</p>
<p>Page 14, the port, yes to all, the port is such an asset to our region, even apart from tourism, do whatever it takes to turn this hub into something that rivals Tauranga, Lyttleton and even Sydney! There would be huge impact for the residential side of things here, but the big picture thinking thing you have on the go should factor this in. Cruise ships and then resulting transport into town should be a priority, as the research show, tourists are not bothered by the "working port" experience, they're here for the whole Taranaki experience, both leisure and business can coexist for our region's benefit. Get Rangi Kipa to do the carvings and visuals at the port to provide a true mana whenua welcome that matches his amazing art at the airport!</p>	<p>Support for further development of the Port for both business and tourism noted.</p>
<p><i>Pg 15 – suggests more provision of services that are responsive for events such as cruise ship/airport arrivals and concerts etc so people are able to travel easily using PT.</i></p> <p>Page 45 [22], passenger transport services. It would be great to see trc be preemptive in this area, bring in bonus 12-seater van shuttles across town whenever cruise ships are in, big events are on and the airport is busy. How good for our region for all womadders, concert goers, cruisers and locals alike to be able to pay 8bucks from the</p>	<p>Note comments on TRC providing shuttle vans from the airport (and Port during cruise ship visits), specifically event-responsive ones.</p> <p>While services to the airport are being considered as part of the work currently underway on PT, there are already</p>

airport into town. All the other main centres do this, why are we still relying on grandma's neighbour or taxis to do the airport runs?	commercial services in place for the likes of cruise ships tourism.
Pg 16 [24] – <i>complaint that reallocating road space to provide a cycle lane near NPGHS has exacerbated traffic issues.</i>	Comments noted, out of scope – referred to RCA.
<i>Complaint that closure of public walkway areas such as the Bowl of Brooklands negatively impacts active travel modes. And request for better public communication of available shortcuts for active modes are required both visually and electronically (i.e. Google maps), as part of reducing barriers to low impact transport use.</i>	Comments noted, out of scope – better public communication of available active mode routes will be directed to TRC's Better Travel Choices Strategy.
<i>Suggests small PT fleet is required to accommodate demand for suburban/shopper services but acknowledges the additional costs of this option.</i>	PT in its purest form is about mass transport, but the opportunity to supply community transport options in areas where scheduled services are not viable is part of considerations in PT work streams underway.
Pg 52 [62] – <i>questions if Cumberland/Coronation intersection local road improvements include a roundabout or lights as she believes this is the worst intersection in the region.</i>	This level of project detail is not contained in the Plan but could be accessed from NPDC directly.
Thanks for a comprehensive document, it's clear a lot of mahi has gone into this and that you are abreast of so many interrelated factors.	Noted with thanks
It's so much money and all hinges on nothing going wrong (Gabrielle or a volcanic event) but so long as you don't put cycleways in and expect us to all to be able to use them, aim for the balance with improved access to weatherproof public transport.	Comments noted.
With regards to accountability, whatever happened to those 25 covered bus shelters that you, or was it npdc got funding for, but we are still waiting (in the rain) for? Stuff like this really matters to us rate payers, if you charges us for it and then don't do it, it's lying and theft, and without the media to hold you accountable, how do we ever know what gets achieved?	There is a programme of bus shelter installation well underway, with a working group of NPDC/TRC officers meeting regularly to progress this important work.

Submission 10: Murray Crombie

Submitter's comments and requests		Officers' response and recommendations
10.1	Comments on vision	Officers' comments

	<p>Vision: Agreed</p> <p>Taranaki needs to be better connected with centres in the region and to other regions. A good start on this would be to bind in a single administration, the leaders and spokespersons of roading, general public and industrial transport, of rail, air and shipping. Set up a planning group and develop a regional plan that all transport providers agree to, make their services inter-link, that serving the people of Taranaki is their priority.</p>	<p>Support for Vision noted.</p> <p>Comments around closer coordination of decision-makers and stakeholders noted.</p>
10.2	Comments on targets	Officers' comments
	<p>Targets: Fine</p> <p>Comments: Improving public safety by upgrading roads, putting in barriers and slow-down humps is a smaller part of the safety contribution. The way many public drive, their lack of respect, for other road users, their presumed urgency and me first attitude, arrogance and over confidence are a greater contributor. Put these drivers in any modern day vehicle, most are engineered to accelerate up to 240 KPH, what have you got?</p> <p>The need is a focused publicity campaign on this issue, backed by enforcement, heavy penalties, confiscation of the vehicle, and longer term loss of license.</p>	<p>Support for targets noted.</p> <p>Comments around road safety noted.</p>
10.3	Comments on priorities	Officers' comments
	<ol style="list-style-type: none"> 1. Yes- beginning immediately would be so much better. 2. Oh OK. But why do you continually omit coastal Taranaki, Ōpunake, Okato, Oākura to Spotswood; where dairying is concerned is where most/much of Taranaki income is made! 3. No comment, but looks all good. 4. No comment, but looks all good. 5. No comment, but looks all good. 	<p>Comments noted including importance of SH45 coastal Taranaki.</p> <p>Levels of traffic on a highway influence decisions on the level of safety spending. SH45 does not have the same exposure to traffic and therefore same degree of safety risk to mitigate.</p>
10.4	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	<p>The Future:</p> <p>Given what's happened in East Coast, Auckland, Northland elsewhere, the warning lights are flashing RED now. Climate change is real, happening now and damages to infrastructure by flooding (and fires) is certain. Getting on top of what you/we need to do is urgent. Put this top priority. Any of your roading engineers and works managers</p>	<p>Comments on the impacts of climate change on infrastructure are noted.</p>

will be able to identify already what is needed doing. Send them on an information gathering tour of a couple of above affected regions. To switch them on to the urgency of this issue.

Submission 11: Dylan Van Lier

Submitter's comments and requests		Officers' response and recommendations
11.1	Comments on vision	Officers' comments
	Encompassing and appropriately holistic	Support noted.
11.2	Comments on targets	Officers' comments
	Target 1 and 2 are well-stated, though the magnitude of change in Target 1 may be optimistic without systemically addressing underlying issues contributing to road fatalities (including our poor driver education and recertification standards especially around speeding and defensive driving, aging and unsafe vehicle stock, and limited progress in drink- and drug-driving)	Comments noted and collated with others to determine themes.
11.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further work on the New Plymouth Integrated Transport Framework 3. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 4. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 5. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
11.4	Comments on priorities	Officers' comments
	A well-planned bus service offers a chance to drastically improve social and economic access for youth, older adults, and others who do not drive for medical, environmental, or other reasons. As a health professional who is medically barred from driving, Taranaki's ability to develop a public transport system that works after-hours and on weekends will be a key determinant of whether I return here to work following advanced training elsewhere	Comments on need to improve PT services noted.
11.5	Comments on the future sustainability and resilience of our transport networks	Officers' comments

<p>I believe that ratepayers (and taxpayers, by dint of under-taxation of land and capital and over-taxation of low and middle income workers) have been essentially borrowing from future generations for many decades to fund a lifestyle of private automobile use and quality civic amenities. That bill is coming due, and it is the responsibility of those who haven't paid their way (the under-taxed mentioned above) to do so rather than handing on the bill to their children. We cannot, in economic or social terms, afford NOT to make the necessary transformative changes in transport as soon as possible, and I support them fully.</p>	<p>Comments noted.</p>
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Submission 12: Geoff Wood

Submitter's comments and requests		Officers' response and recommendations
12.1	Comments on vision?	Officers' comments
	<p>I have been complaining about the top floor car park exit on to St Aubyn St for years. I know it's run by Transit NZ. The issue is everyone seems to be passing the buck about this issue. There is a no right turn sign but I could count 50 plus cars turn right ignoring the no right sign, every day. I've had to take evasive action and cross over the concrete median strip to avoid a crash. I've seen a logging truck have to take evasive action also. plus many more incidents. I had to complain about a tree blocking the sign and that took me a long time to get action. how about addressing this before someone is killed, or prosecute people illegally turning right. Damn ridiculous.</p> <p>Let's have action before putting in speed bumps.</p>	<p>Ongoing frustration noted. Out of scope – referred to NZTA.</p>

Submission 13: Matthew Powell

Submitter's comments and requests		Officers' response and recommendations
13.1	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 2. Further work on the New Plymouth Integrated Transport Framework 3. A step-change in public bus services from October 2025 4. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 	<p>Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>

	5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood	
13.2	Comments on the future sustainability and resilience of our transport network	Officers' comments
	We need to shift all the trucks from the road. Ballance truck heavy fertilizer everywhere, there is an existing option for rail but we can't use it because it was mothballed. Ballance is increasing production volume due to growth investment funding. To support that in the future we need additional rail options.	Comments seeking transfer of freight from road to rail noted.
	The link between Kaponga and Dawson falls needs investment to be able to turn the fire-truck around if there is an incident. Historically we have had to back the fire-truck from the top to the bottom of the road.	Request for turning bay noted. SDC response: The portion of Manaia Road that is within Te Papakura o Taranaki (Egmont National Part) is a DOC asset which SDC has been maintaining. A marked reduction in national funding for SDC to maintain this road makes such improvements unlikely.
	Hollard gardens needs a walkway from the garden to Kaponga for tourists, locals etc.	STDC/SDC response: No local funding is available for this project in the short to medium-term, but community support for such a walkway in future is known.
	A rail ring route around the mountain would benefit the region greatly.	Noted, out of scope.
13.3	Comment on any other issues	Officers' comments
	If bridges are needing replacement, have we considered possible rail ring routes around the mountain.	Noted, out of scope.

Submission 14: Ross Calgher

Submitter's comments and requests		Officers' response and recommendations
14.1	Comments on targets	Officers' comments

	Fixing the roads with better road conditions less pot holes rough services will make a huge difference. Roads in Taranaki are of a 3rd world quality. North of Te Kuiti and south of Waverly a huge difference in better quality	Comments noted.
14.2	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 2. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 3. A step-change in public bus services from October 2025 4. Further work on the New Plymouth Integrated Transport Framework 5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
14.3	Comment on priorities	Officers' comments
	Can not believe how long it is taking to do the Princess St / highway 3 intersection. I live 120 meters from this corner. the roundabout at 3/to 3A should be a priority Do not block the Nelson St highway 3 intersection off	Out of scope – referred to NZTA
14.4	Comment on the future sustainability and resilience of our transport networks	Officers' comments
	Ratepayers pay too much for wants not needs I will not accept any more rate increases. Education not taxes will help with climate change, better road surfaces are needed now.	Comments noted.
14.5	Comment on any other issues	Officers' comments
	Waste of time this survey all questions are loaded. lots of word that mean nothing and we are paying you to do these surveys so you can say we have consulted the public	Comments noted.

Submission 15: Peter Hodkinson

Submitter's comments and requests	Officers' response and recommendations
Summary of submission: <i>Comments on how planning should provide for large-scale infrastructure needs, along with suggestions on volcanic eruption preparedness.</i>	

15.1	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further work on the New Plymouth Integrated Transport Framework 3. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 4. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 5. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 	<p>Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>
15.2	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	<p>Redirect all essential services over key bridges (to create consolidation and redundancies) - with terminations on both sides of the bridges (offset far back from the water) - in anticipation for a volcanic eruption. Reach out to Professor Tom Wilson who gave a good talk on the infrastructure impacts due to Mt Taranaki.</p> <p>Also, consider the population of Taranaki has risen from 109k (1996) to 128.7k (2023). Assuming the same growth rate, in 50 years we'd have 280k people, and in 100 years we'd have over 600k people.</p> <p>The wisest thing to do is to identify what large scale infrastructure needs we may have in 2124 and work backwards from there (e.g. we'll probably need a ring-road around major settlements, large flat areas may become built up, train corridors may need to be protected etc.). Then simply make no-regret decisions that would enable the region to succeed on the large timescale. If you are unable to identify any no-regret decisions, simply work backwards from a 100y approximate model and build up your programme of projects from that perspective/population size. We wouldn't want the region to make the same mistakes as Auckland or Tauranga wrt transport prior to their population expansions.</p>	<p>Comments noted. Long term planning of the nature proposed is the focus of future spatial planning. Although the new government has repealed the Spatial Planning Act, TRC expects a similar Act will be created under the current government Resource Management reform package. A future spatial plan for Taranaki is the best place for the considerations of the submitter to be in undertaken and as such the request is out of scope of the draft RLTP. Once a spatial plan is in place, this can be used to inform the development of future draft RLTP.</p> <p>In the meantime, Professor Wilson is involved in the Taranaki Seismic and Volcanic Advisory Group (TSVAG) which includes each of the region's councils along with other key stakeholders and a range of experts in the field. Additionally, the Taranaki Emergency Management Office (TEMO) also coordinates a Lifelines Advisory Group which involves transport staff from each of the region's Road Controlling Authorities along with other key partners, in preparing for significant events.</p> <p>No change recommended.</p>

Submission 16: Olivia Healey

Submitter's comments and requests		Officers' response and recommendations
Summary of submission: <i>Seeking improvements for Inglewood that provide safe pedestrian crossings, include an alternative route, and provide weekend bus services.</i>		
16.1	Comments on targets	Officers' comments
	I think they are good points	Support for targets noted.
	There's needs to be an alternative route through Inglewood as it is often dangerous for kids to walk to and from school due to it being the main route through the town. The two crossings in the centre of town are not safe. This needs to be a priority especially with Inglewood growing and a lot of new young family making this place their home	Comments on safety in Inglewood noted and referred to NPDC/NZTA. It is noted that NPDC has included a Programme Business Case 'Inglewood village network assessment' within Table 6 of the Plan.
16.2	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 3. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 4. Further work on the New Plymouth Integrated Transport Framework 5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
16.3	Comments on priorities	Officers' comments
	<p>There needs to be a bus service in the weekends from Inglewood to new Plymouth.</p> <p>My teenager would love to be able to go to New Plymouth on the weekends to see friends and also employment which would increase independence and also lower cost for petrol for the parents</p>	Comments on weekend PT for Inglewood noted. A comprehensive review of PT services in the region is already underway, which includes improving services for Inglewood.

Submission 17: Leighton Hunt

Submitter's comments and requests		Officers' response and recommendations
Summary of submission: <i>Seeking for the councils to invest in passenger rail in order to achieve the headline targets. Also seeking for all state highways to be two-lanes in each direction.</i>		
17.1	Comments on vision	Officers' comments
	In Taranaki we have a transport infrastructure that is not used or thought about. Rail..... the foundations are there the councils need to get on-board and fund metro trains like In Auckland and Wellington. Safety would be improved by less cars on the road. Most of Fonterra's workers in Eltham and Whareroa could basically get dropped off at the door of their work and park their cars in Inglewood and Stratford even Lepperton, Midhirst and Normanby if the infrastructure was created. School students could catch a train to many main centres. Opportunities are endless but the councils seem to think of it as a too hard basket.	Comments noted.
17.2	Comment on targets	Officers' comments
	All of those could be achieved by using rail also a more stress-free approach to travel around our region	Comments noted.
17.3	Comment on priorities	Officers' comments
	All state highways should be 2 lanes in each direction to aid flow around our region not getting more restricted as it currently seems to happen. Also utilize rail. It's never to late to start a small investment now will give us a brighter future.	Comments noted.
17.4	Comment on the future sustainability and resilience of our transport networks	Officers' comments
	All state highways and main roads into and out of towns and cities should be 4 lanes to aide flow and reduce impatient drivers and assist new or cautious drivers to travel at a safe speed they are comfortable with without hindering traffic flow thus reducing silly passing manoeuvres creating more incidents. Also adding trains will reduce car numbers increasing safety lessening carbon emissions improving out region.	Comments noted.
17.5	Comment on any other issues	Officers' comments

<p>Adding regional rail will help you hit all your targets but all 3 councils seem to ignore it yet it's a very simple solution it just needs investment into the rolling stock and some buildings but it will last decades.</p>	<p>Comments noted. Committee has very limited influence on commercial decisions such as those made by KiwiRail. No change to Plan itself, though consideration of how the Committee can strengthen their advocacy/involvement in this area should be explored at future meetings.</p> <p>See recommended change to include advocacy as a measure for Objective 4: Accessible.</p>
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Submission 18: Samuel White

Submitter's comments and requests		Officers' response and recommendations
Summary of submission: <i>Seeks more focus on improving road maintenance</i>		
18.1	Comment on vision	Officers' comments
	Why does transport need to be vibrant? But yes a tough, reliable service is required	Comments noted.
18.2	Comment on targets	Officers' comments
	<p>What's the point of a target for road deaths.</p> <p>I live rural, and see no point in ratepayers who don't use the service of public transport to pay for it. If it is cheaper and easier to walk or bike more people would do it. For me and a lot of others its not viable.</p> <p>Fixing the road once and properly will be less disruptive in the long term than quick cheap (and downright pathetic) repairs.</p>	Comments noted.
18.3	Order of priorities	Officers' comments
	<p>No idea what the council has to do with safety centres or what they even are.</p> <p>Ratepayers shouldn't be funding public transport.</p>	Comments noted.

	Making roads safer, and slowing down traffic are 2 different things. The roads can be made safer without slowing traffic, removing passing lanes and installing cheese graters.	
18.4	Comment on the future sustainability and resilience of our transport networks	Officers' comments
	I think we are better off building roads from materials that work, instead of finding "sustainable" things that may not work or last. In a time when money is incredibly tight for everyone, charging more for rates isn't going to help anyone.	Comments noted.

Submission 19: Mark Wood

Submitter's comments and requests		Officers' response and recommendations
19.1	Comment on vision	Officers' comments
	I agree	Support noted
19.2	Comment on targets	Officers' comments
	1. The target should always be a 100% reduction in deaths and serious injuries. 2. I agree. 3. I agree unless it is at the expense of safety or non car users	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
19.3	Order of priorities	Officers' comments
	1. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 2. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 3. A step-change in public bus services from October 2025 4. Further work on the New Plymouth Integrated Transport Framework 5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.

19.4	Comments on priorities	Officers' comments
	<p>(SH3 intersections with both Kerry Lane and Fitzgerald Lane) People speed here regardless, there are many businesses finishing work at the same time rushing home. It should not be 80 km/h without traffic lights controlling the intersection.</p> <p>(Further safety improvements on SH3 and SH3A) SH3 towards Waitara should have controlled intersections or reduced speeds at the airport turning and also near Corbett & Mangati roads.</p> <p>(A step-change in public bus services) I live in Marfell, if I want to bus to town it takes ~2.5x longer than driving due to the windy route the bus takes through all the back roads in a loop. I don't need the bus to drive right past my house as it currently does, I would walk 5 minutes to the main road if it reduced my trip time.</p>	<p>Comments noted.</p>
19.5	Comment on the future sustainability and resilience of our transport networks	Officers' comments
	<p>Moving towards shared transport options and reducing reliance on personal cars will allow cost less in the long run</p>	<p>Comments noted.</p>

Submission 20: James Hall

Submitter's comments and requests		Officers' response and recommendations
20.1	Comments on vision	Officers' comments
	I agree with this vision	Support noted.
20.2	Comments on targets	Officers' comments
	I think these targets are okay, apart from increasing mode shift, as I think this is something that should happen naturally and not be targeted by the council	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
20.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 2. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 3. A step-change in public bus services from October 2025 4. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 5. Further work on the New Plymouth Integrated Transport Framework 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
20.4	Comments on priorities	Officers' comments
	I think that cars should still have priority for the next 3 years as they will still be by far the most utilised form of transport	Comments noted.
20.5	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	I agree, I would accept high social impacts and medium economic impacts	Comments noted.

Submission 21: David McKay

Submitter's comments and requests		Officers' response and recommendations
21.1	Comments on vision	Officers' comments
	I would like to see the vision include a philosophy of trying to reduce the number of single person journey's especially during peak periods. This will reduce the pressure on road infrastructure, carbon emissions and allow for safer travel for pedestrians and cyclists.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
21.2	Comments on targets	Officers' comments
	These targets are all good. A reduction in carbon emissions would be another important target to be added. Its implied in target 2 but should be a target by itself.	Comments noted and collated with others for themes analysis earlier – refer to summary earlier in report.
21.3	Comments on priorities	Officers' comments
	Ensure maintenance and safety improvements are funded adequately before major capital work is undertaken.	Comment noted. As outlined on p56 of the Plan, maintenance of the region's base land transport assets are included in the Plan automatically, without regional prioritisation, as they would default to the highest possible priority. Recommend making the priority funding of maintenance clearer earlier in the Plan.
21.4	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	Ensure existing assets are maintained and enhanced with safety features before new assets and capital expenditure are started. Money needs to be spent around Tauranga before Taranaki should get a look in.	Comments noted.
21.5	Comments on any other issues	Officers' comments
	While New Plymouth is one of the sunniest places in NZ it also has quite high rainfall and wind events. More bus shelters would assist in ensuring that passengers would use the bus service more often. A more frequent and flexible service such as that being trialled in Whanganui and elsewhere would seem to be worth investigating. Public Transport for a city this size will always require heavy subsidization. You need a population of at least 1mil before you can expect the system to be self-funding.	Comments noted. As noted in the Plan, most specifically on page 23, improving PT services and infrastructure throughout the region (including Waitara) is a high priority, with the details being determined through related work streams which are well underway.

Submission 22: Nick Cooper

Submitter's comments and requests		Officers' response and recommendations
22.1	Comments on vision	Officers' comments
	Good	Support noted
22.2	Comments on targets	Officers' comments
	I agree	Support noted
22.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 2. Further work on the New Plymouth Integrated Transport Framework 3. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 4. A step-change in public bus services from October 2025 5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
22.4	Comments on the future sustainability and resilience of our transport networks:	Officers' comments
	Agree. I accept this would need more funding but this should be targeted at heavy road users such as commercial and freight vehicles.	Comments noted.
22.5	Comments on any other issue	Officers' comments
	I would like to see less heavy vehicles on our roads before and after school hours. There is often a large number of trucks on the road between 8am and 9am and 3pm to 4pm. If we limited truck movements at these times it would be safer for our children to bike and walk to school and also lessen congestion at peak times.	Comments noted.

Submission 23: Steven Venables

Submitter's comments and requests		Officers' response and recommendations
23.1	Comments on vision	Officers' comments
	Good	Support noted.
23.2	Comments on targets	Officers' comments
	agree with points 1 and 3 (Not 2, thats personal choice)	Comments noted.
23.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 2. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 3. Further work on the New Plymouth Integrated Transport Framework 4. A step-change in public bus services from October 2025 5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
23.4	Comments on priorities	Officers' comments
	More initiatives like my top two. I wouldn't rate the bottom three, other having been forced to.	Comments noted.
23.5	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	<p>The bridge and traffic at the Valley, is a massive risk, if there was a serious 'event'. I'm sure this tis known.</p> <p>As well as if the proposed development at the Valley, goes ahead, it'll be impossible getting in and out of town. Massive impact and disruptions. It's very busy now at certain times of the day.</p> <p>Both these are a risk to the community.</p>	Comments noted.

Submission 24: Jose Reader

Submitter's comments and requests		Officers' response and recommendations
Summary of submission: Very supportive, no changes requested		
24.1	Comments on vision	Officers' comments
	Love it. Don't want to make any changes :-)	Support noted.
24.2	Comment on targets	Officers' comments
	I support all of the above objectives. All very lofty objectives and I look forward to seeing how the Council will give effect to and deliver these through operational plans.	Support noted.
24.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 3. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 4. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 5. Further work on the New Plymouth Integrated Transport Framework 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
24.4	Comments on priorities	Officers' comments
	I'm a big supporter of better public transport so this is number 1 for me.	Comment noted.

Submission 25: Suzanne Scott

Submitter's comments and requests		Officers' response and recommendations
25.1	Comments on vision	Officers' comments

	Overly wordy. Maybe just the second half - A safe transport system enhancing liveable places.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
25.2	Comments on targets	Officers' comments
	Ambitious. #3 is difficult. To keep disruptions down then roads need to be well maintained, which means disruptions to keep them this way....	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
25.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 2. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 3. A step-change in public bus services from October 2025 4. Further work on the New Plymouth Integrated Transport Framework 5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
25.4	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	<p>I agree that transport networks should be resilient but I think there should be public consultation on priority upgrades. Not all current infrastructure need be upgraded/redesigned. Main routes need to be protected.</p> <p>Eg one bridge north over the Waiwhakaiho River may need addressing but upgrading all bridges is not necessarily a priority. As p47 and p48</p> <p>I would accept some economic and social impact but not a high level of these. This is something which should be clearly indicated to the community. I don't feel this draft plan makes clear the extent of these impacts or choices that we can make regarding these.</p>	Comments noted.
25.5	Comments on any other issue	Officers' comments
	On p62 I agree with the Cumberland/Coronation Ave priority for 2027-30. And then the Colson Road extension done in 2 parts over time also on p62.	Comments noted.

Submission 26: Thomas Thurston Crow

Submitter's comments and requests		Officers' response and recommendations
26.1	Comments on vision	Officers' comments
	Feels like you've largely left transport out of your vision for regional transport, huh?	Comment noted.
26.2	Comments on targets	Officers' comments
	<p><i>Thomas' comments summarised:</i></p> <ol style="list-style-type: none"> 1. <i>that number of deaths in Taranaki are negligible and feels like initiatives to mitigate this risk (useless barriers) should be spent on fixing the roads (potholes) instead.</i> 2. <i>that "increasing mode shift" feels like the popular approach for council and councils usually make it more difficult to drive without providing alternatives.</i> 3. <i>That "Can't fault this. Would put this as the top priority myself as it seems logical to, say, get the roadworks to last longer than a single rain"</i> 	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
26.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 3. Further work on the New Plymouth Integrated Transport Framework 4. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 5. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
26.4	Comments on priorities	Officers' comments
	People die and accidents happen and it's dumb to pretend like we can prevent that. The ridiculous amount of money you're spending for "safety improvements" could go to actually fixing the roads. The Forgotten Highway has the same potholes open up every time there is more than 2mm of rain (and I mean that literally), and then a	Comments to focus on road maintenance and reliable PT noted.

	<p>whole team from the roadworks comes out, puts up 3,000 cones, abandons them until everyone ignores them, and then shovels wet asphalt into the hole expecting us to tamp it down with our cars for them.</p> <p>Get buses actually working, on time, dependable.</p>	
26.5	Comments on the Future Sustainability and resilience of our transport networks	Officers' comments
	<p><i>Thomas's comments summarised: Criticises spending on projects without efficiently using current budgets, leading to dissatisfaction due to perceived mismanagement and lack of accountability in project outcomes. In addition, he states plans are not well thought out and fail.</i></p>	Comments noted.
26.6	Comments on any other issue	Officers' comments
	<ul style="list-style-type: none"> - You need more Connector busses. - We've lived out past Toko for 3 years now. We've already spent more time waiting at the Stratford bridge construction than we ever have at the one way bridge that's being replaced for no sound reason. - I'm really shocked at how awful TRC is for and to the actual residents of Taranaki, and how you're so wasteful in your spending. 	Comments noted.

Submission 27: Samantha Harris

Submitter's comments and requests		Officers' response and recommendations
27.1	Comments on vision	Officers' comments
	I love this vision - I think that it represents what people need to feel safe, happy and able to live in Taranaki and get around conveniently.	Support noted.
27.2	Comments on targets	Officers' comments
	I think these are fantastic targets - safety is such a massive priority and this change of mode shift is needed with climate change - we all need to do our part. The reliability of connection across the region benefits everyone.	Support noted.
27.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 3. Further work on the New Plymouth Integrated Transport Framework 4. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
27.4	Comments on priorities	Officers' comments
	I agree with the priorities set.	Support noted.
27.5	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	I couldn't agree more. The bigger picture of doing our part to combat climate change and bring the region into a more sustainable lifestyle is so important. I would accept the economic and social impacts of making our transport networks resilient and sustainable as that will provide the foundations for the next generations to enjoy a more resilient and sustainable lifestyle aided by transport networks that are beneficial to the community and to the environment.	Comments noted.

Submission 28: Jane Harvey

Submitter's comments and requests		Officers' response and recommendations
28.1	Comments on vision	Officers' comments
	It's great. Can you add low emission into the vision	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
28.2	Comments on targets	Officers' comments
	I support them	Support noted.
28.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 3. Further work on the New Plymouth Integrated Transport Framework 4. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
28.4	Comments on priorities	Officers' comments
	I agree	Support noted.
28.5	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	It's needed and if we have a better system it will eventually pay for itself. Currently regional rates are very low so an increase would be fine, better transport options like a regional train network would bring people and business to the region	Comments noted.

Submission 29: Nicky Turnbull

Submitter's comments and requests		Officers' response and recommendations
29.1	Comments on vision	Officers' comments
	Safe transport needs to include safety for all modes - cyclists, scooters, walkers as well as cars. Separating heavy vehicles from cyclists and walking routes should be a goal.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
29.2	Comments on targets	Officers' comments
	The targets are good and align with including all modes	Support noted.
29.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further work on the New Plymouth Integrated Transport Framework 3. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 4. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 5. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
29.4	Comments on priorities	Officers' comments
	Integrated transport framework needs to be early - no point potentially doing work in the same area twice if other works occur that the framework will impact, or will require additional work in the same location	Comments noted.
29.5	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	Absolutely need resilient networks. We should be prioritising resilience, and mode shift to reduce volumes rather than building more and more road surface area.	Comments noted.

Submission 30: Peter Hewett

Submitter's comments and requests		Officers' response and recommendations
30.1	Comments on vision	Officers' comments
	The "liveable" standard is too low. We need a healthy environment, with clean air and no harmful climate change. This means rapidly phasing out use of fossil fuels for transport.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
30.2	Comments on targets	Officers' comments
	Just targeting "more" trips by walking, cycling and public transport is aiming too low. The target should be 50% of all trips to be via active or public transport by 2034 and 90% by 2050. And all public transport should be zero emissions by 2034.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
30.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further work on the New Plymouth Integrated Transport Framework 3. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 4. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 5. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
30.4	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	We must phase out the use of fossil fuels for transport. This is a massive change, so we have to make significant steps now. This will cost, but not as much as the cost of allowing ongoing pollution to damage the climate and to compromise air quality.	Comments noted.

Submission 31: Mel Whiting

Submitter's comments and requests		Officers' response and recommendations
31.1	Comments on vision	Officers' comments
	The vision definitely needs to include ambition around reducing emissions from transport! I don't know that being vibrant (whatever that means?) is really an aim of a land transport plan. We need to focus on building a transport network that is low-emission, efficient and accessible to all	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
31.2	Comments on targets	Officers' comments
	Only Target 1 is actually a target, the others are vague. Put a number on 2. and if it is truly a shift then there should be a corresponding reduction in motor vehicle use (including freight and other heavy vehicles)	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
31.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further work on the New Plymouth Integrated Transport Framework 3. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 4. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 5. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
31.4	Comments on priorities	Officers' comments
	I don't see anything there to increase the uptake of active transport, but it will be good to see better public transport eventually.... I only wanted to rank the top 2	Comments noted.
31.5	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	Some fundamental changes are required to the way we live and move about the region.	Comments noted.

Submission 32: Kathy Lovell

Submitter's comments and requests		Officers' response and recommendations
32.1	Comments on vision	Officers' comments
	A lot of words but no real 'vision' as to how this will look or be achieved. We will not have a 'connected' region until we have rail that connects us as a region to other areas.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
32.2	Comments on targets	Officers' comments
	Again, no 'how' is mentioned. The current Government wants more money spent on Roads of Significance, which cannot enhance us in the Taranaki region. This region has been named as one of the least are for cyclists in New Zealand. Perhaps more travel disruption will make people consider using other modes of transport, but rail must be added to this. We have a railway line, let's use it to get around our own province	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
32.3	Comments on priorities	Officers' comments
	A lot of airy fairy. Why we continue with large empty buses roaming around our streets I will never understand. Almost every foreign country I have visited has smaller (11 or 14 seat buses) running more frequently and able to service more areas. We need to be thinking much more about getting people away from using cars and into trains or on bicycles.	Comments noted.
32.4	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	I would not accept economic changes if we continue to ply the use of motor vehicles above rail, cycles etc. In the early 1970's, with under half the population that New Zealand currently has, we had a fantastic rail system, servicing our region. We need to work urgently on updating and re-instating rail. I travel overseas a great deal and use rail nearly all the time, along with my bicycle for urban trips.	Comments noted.

Submission 33: Kyle Adams

Submitter's comments and requests	Officers' response and recommendations
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33.1	Comments on vision	Officers' comments
	Add "with a sustainable, accessible, and safe transport system"	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
33.2	Comments on targets	Officers' comments
	Adopt a specific, measurable target for mode shift or nothing will happen eg, 20% reduction in driving by 2035 or similar.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
33.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further work on the New Plymouth Integrated Transport Framework 3. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 4. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 5. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
33.4	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	<p>More frequent buses. A city wide bus loop. Passenger rail.</p> <p>Have the port use more trains, so trucks cause less road damage in Moturoa.</p>	Comments noted.

Submission 34: Grindl Dockery

Submitter's comments and requests		Officers' response and recommendations
34.1	Comments on vision	Officers' comments

	<p>This not extreme it's what we all should want and to increase public transport across Taranaki should be a go to solution as soon as possible. There is no other planet and reducing traffic pollution with making transport available for those who have disabilities or are elderly needing access to public transport it should be an urgent strategy to get in place!</p>	<p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p>
34.2	<p>Comments on targets</p> <p>Making transport available to all which includes disability and other challenges to accessing transport experienced by members of the public. This would include public transport access to school children.</p>	<p>Officers' comments</p> <p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p>
34.3	<p>Comments on priorities</p> <p><i>In summary, Grindl suggests establishing park-n-rides in towns with regular PT in order to reduce traffic density and pollution, benefiting those with disabilities, enhancing visitor access, and alleviating congestion during events.</i></p>	<p>Officers' comments</p> <p>Comments noted. Park-n-rides are being investigated by TRC as part of ongoing work in the mode shift area.</p>
34.4	<p>Comments on the future sustainability and resilience of our transport networks</p> <p>Public transport is a crucial asset and should be supported via local councils by charges towards public transport networks added onto rates. It needs to be scaled according to the levels of public transport provided in towns/cities, which maybe over a period of time to full completion of projects. In this way charges via rates can be scaled according to process and achievement of public transport projects.</p>	<p>Officers' comments</p> <p>Comments noted. PT is currently supported in Taranaki through targeted rates, with variations between districts depending on the level of service provided.</p>
34.5	<p>Comments on any other issue</p> <p>Out of central town parking lots would also help raise funds towards the ongoing public transport projects. This would be achieved by a basic parking fee for a day or by the hour. Certain other facilities like a cafe and toilets maybe attached to the parking area. Train stations could also be incorporated at the parking area where some drivers may have appointments in other towns etc and can connect via train to out of town activities at other areas. My suggestions are based on personal experience in other places where these strategies have been implemented and they have been well supported and utilised by the public.</p>	<p>Officers' comments</p> <p>Comments noted. Investigations into establishing 'mobility hubs' at key locations throughout the region is outlined in Appendix 4 of the draft Better Travel Choices Strategy for Taranaki. This Strategy will be finalised in mid-2024. The strategy will provide guidance to the RCA's in consider this work in future planning and infrastructure decisions.</p>

Submission 35: Waikato Regional Council

Submitter's comments and requests		Officers' response and recommendations
35.1	Comments on significance of SH3	Officers' comments
	<i>As both a neighbouring region and key transport partner in the State Highway 3 Working Group, WRC acknowledge the strategic importance of SH3 to Taranaki outlined in section 2.5</i>	Support noted.
35.2	Comments on collaboration	Officers' comments
	<p>Through on-going collaboration between our regions, we have seen substantial resilience outcomes advanced on this corridor through the SH3 Mt Messenger to Awakino Programme of transport activities.</p> <p>The priority to continue to improve network resilience, route reliability and safety is embedded in both the draft Taranaki and draft Waikato RLTPs, and there is strong inter-regional policy alignment between our two draft RLTPs. This reflects the close working relationship we have in ensuring our mutually strategic corridor outcomes are aligned, supported and implemented. We commend the Taranaki Regional Transport Committee on developing a robust document that clearly articulates this priority.</p>	Comments and support noted.
35.3	Comments on policy framework	Officers' comments
	<p>In this context, we specifically support the following policies and measures in your draft RLTP, outlined in section 3.4 of your Plan:</p> <ul style="list-style-type: none"> • Objective 2 – Enabling policies and measures: <ul style="list-style-type: none"> ○ Policy G1: Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors ○ Policy G2: Focus on effective and efficient strategic road and rail corridors, particularly ○ Policy G3: Ensure those roads in the region serving tourism and the productive sector are fit for purpose. ○ Policy G4: Protect and promote the existing rail corridors. ○ Associated measures for Objective 2: <ul style="list-style-type: none"> ▪ Waka Kotahi maintaining inter-regional corridors to a level of service that will ensure continued economic development opportunities 	Support and alignment with the Waikato draft RLTP noted.

	<ul style="list-style-type: none"> ▪ RTC, with KiwiRail, ensuring current and future reliability of the rail network to accommodate growth in freight movements, and actively encourage greater utilisation of the rail corridor ▪ RTC advocating for improvements to the efficiency and effectiveness of existing networks for all transport modes (including rail, air and sea). <ul style="list-style-type: none"> • Objective 3 – Safe and healthy people policies: <ul style="list-style-type: none"> ○ Policy S1: Promote infrastructure and safety improvements on strategic corridors • Objective 5 – Resilient and responsive policies: <ul style="list-style-type: none"> ○ Policy R1: Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change ○ Policy R2: Protect routes with lifeline functions <p>These policies and measures are complementary to policies and measures in our strategic policy framework in section 3 of our draft Waikato RLTP.</p>	
<p>35.4</p>	<p>Comments on activity of inter-regional significance</p>	<p>Officers’ comments</p>
	<p>We support the identification of SH3 Mount Messenger Bypass as an activity of inter-regional significance in section 5.4 of your draft RLTP. The State Highway 3 construction of the Mount Messenger and Awakino Gorge improvement projects, and the more general SH3 inter-regional transport activities are explicitly recognised and prioritised as a key inter-regionally significant activities in our draft RLTP in recognition of the economic and lifeline importance to the Taranaki region and the King Country.</p>	<p>Support noted along with alignment with the Waikato draft RLTP.</p>
<p>35.5</p>	<p>State Highway 3 Working Group</p>	<p>Officers’ comments</p>
	<p>We support the inclusion of the State Highway 3 Working Group, along with a description of its role, in Appendix III: Plan Partners and their roles.</p>	<p>Support noted.</p>
<p>35.5</p>	<p>Activities on the horizon</p>	<p>Officers’ comments</p>
	<p>It is noted that the SH3 North corridor improvements project from Waitara through to Hamilton has been identified as an activity for future consideration in Appendix IV: Activities on the Horizon of your draft RLTP. This recognises that there is room for further improvement on this inter-regionally strategic route. The Waikato Regional Transport Committee will welcome on-going discussion through the SH3 Working Group to continue to advance corridor improvements on this route.</p>	<p>The ongoing commitment of the Waikato Regional Transport Committee to working collaboratively for continued improvements to SH3 is noted with thanks.</p>

Collectively, the priority placed on SH3 through our RLTPs will ensure this strategic inter-regional corridor is protected for its access, freight, tourism and life-line functions, and its ongoing resilience issues continued to be addressed.

Submission 36: New Plymouth District Council

Submitter's comments and requests		Officers' response and recommendations
36.1	Comments on vision and strategic direction	Officers' comments
	<p>We agree with the overall vision and strategic direction for the draft RLTP 2024. It reflects our district concerns for a balanced approach to managing growth, supporting mode shift, improving safety and making the transport system more resilient and less susceptible to disruption.</p> <p>We support the proposed substantial improvements in the provision for public transport, which (along with an integrated package of interventions such as cycle facilities, safety improvement and pricing) will be necessary in the short to medium terms to meet the RLTP's ten-year headline targets.</p>	Officers note submitter's comments and broad support.
36.2	Comments on funding mechanism	Officers' comments
	<p>The current mix of funding, financing and revenue mechanisms are not sufficient to maintain transport infrastructure, let alone fund major capital work programmes or provide agility to move away from the 'business as usual' approach. We encourage TRC to work with other councils and Central Government to find appropriate long term funding mechanisms which are resilient, reliable, and provide the level of transport choice that the community and businesses expect for the future.</p>	<p>Comment noted and agreed. The RLTP identifies the concerns around the insufficient funding available to keep pace with maintenance requirements let alone major projects. Additional funding sources are included under section 6.1 to expand the opportunities to explore alternative funding, including long term funding mechanisms.</p> <p>No change recommended.</p>
36.3	Budget priorities in the current plan	Officers' comments
	<p>We note with dismay that the laudable high priority given to public transport in the draft plan is not reflected in the budget priorities as set out in the plan. Consequently, we cannot see substantial improvement in public transport taking place in the short or even medium term. We believe additional funding can and should be</p>	Comments noted. The investment for PT is three times the current spend which TRC believes will enable substantial improvement and shows a significant investment.

	<p>allocated to public transport within the current budget envelope. The longer term financial, environment and social benefits to our community will justify such a decision.</p> <p>We agree that a step-change in public bus services from 2025 (the date of public transport contract renewal) is critical for the future uptake of public transport in the region and in New Plymouth.</p> <p>However, the proposed funding increase (\$123.7M over 10 years) is inadequate will not achieve the desired step change.</p>	
<p>36.4</p>	<p>Measurable targets</p> <p>Some of the current RLTP ten-year headline targets should be made more measurable and time specific. Waikato Regional Council has incorporated measurable targets in its draft RLTP (2024) for mode shift, e.g., "Double PT and active mode share by 2035 (from 2018 levels).</p> <p>The NPDC strategic transport model indicates that a 200% elevation in frequency of buses will more than double patronage of public transport, while appropriate investment in cycle facilities will at least double active mode share by 2035. That does provide some confidence that measurable headline targets can be set for mode shift.</p>	<p>Officers' comments</p> <p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p> <p>The addition of a measurable target for mode shift is recommended.</p>
<p>36.5</p>	<p>Public Transport Committee</p> <p>We reiterate our proposal for the establishment of a joint public transport committee with TRC, which was in response to the Regional Public Transport Plan consultation in 2023. The initial intent of our involvement on the suggested joint committee could be to help plan and fund a trial for an upcoming high frequency bus route.</p>	<p>Officers' comments</p> <p>TRC are happy to explore further to see if a joint terms of reference for a Public Transport Committee could be reached.</p>
<p>36.6</p>	<p>Rail</p> <p>As a region we need to increase mode shift from road to rail freight between Port Taranaki and its hinterland. The mode shift would reduce the social costs and externalities associated with heavy road freight and more fairly distribute the cost to those industry sectors and commodity owners who benefit from it. We can see little in the draft plan which will encourage the desired shift. The current focus on hauling logs by truck is short sighted, environmentally damaging, and wasteful. While we recognise this issue is a national one, we urge TRC to take a strong and proactive stance, and actively seek both regional and national solutions.</p>	<p>Officers' comments</p> <p>Comments noted. With regard to specific actions to achieve rail in Taranaki, the Committee has very limited influence on commercial decisions such as those made by KiwiRail. However, consideration of how the Committee can strengthen their advocacy/involvement in this area should be explored at future meetings.</p> <p>It is also noted that measures are included under objective 2 which set out the expectation for the RTC to work with KiwiRail to actively encourage greater utilisation of the rail corridor.</p>

<p>36.7</p>	<p>Sea</p> <p>We support the concept of the development of the Coastal Blue Highway (providing links to the South Island and eastern ports of Australia). We agree that the Coastal Blue Highway operating in tandem with the land based multi-modal transport corridor and potential additional inland hub, would improve resilience significantly for freight and future movement of people especially during large scale emergency events. This concept requires a significant shift from the current approach to moving freight and needs to be given more urgency by TRC and Government.</p>	<p>Officers' comments</p> <p>Comments are noted, and the intent of the strategic nature and opportunity of the Port in the regions land transport Plan are adequately covered by the draft RLTP. The following measures respond to the issue raised by the submitter</p> <ul style="list-style-type: none"> • Objective 1 - <i>RTC promoting appropriate integration between land, air and sea modes of transport when organisations are developing and implementing land transport activities.</i> • Objective 2 – <ul style="list-style-type: none"> ○ <i>RTC promoting investigations by central government and/or relevant crown entities and state owned enterprises on the opportunities and costs of inland freight hub developments.</i> ○ <i>RCA's continuing incremental improvements to the overall performance of the whole transportation network, including rail, air and sea linkages – a one network approach.</i> ○ <i>RCA's, with affected stakeholders, providing reliable land transport linkages to air and sea modes, including to and from New Plymouth airport, protection of road and rail corridors to Port Taranaki, taking into consideration the possible expansion of Port and airport operations and facilities</i> <p>No change recommended.</p>
<p>36.8</p>	<p>Release of draft GPS on Land Transport 2024</p> <p>The funding direction contained in the draft GPS 2024 may require TRC and RCA's to reconsider their forecast 3-year and 10-year programmes for land transport investment in the region, such as the proposed step change public transport services, or the roll out of safety, walking and cycling improvements. Given that specific funding</p>	<p>Officers' comments</p> <p>Comment is noted.</p>

allocations in the GPS 2024 will not be approved until July 2024, TRC and RCAs may have to revisit their funding decisions and land transport programmes at that stage.

Submission 37: John Macdonald

Submitter's comments and requests		Officers' response and recommendations
37.1	Order of priorities	Officers' comments
	<p>Further work on the New Plymouth Integrated Transport Framework</p> <p>A step-change in public bus services from October 2025</p> <p>Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera</p> <p>Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood</p> <p>The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due</p>	<p>Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>
37.2	Comments on priorities	Officers' comments
	<p>Public and sustainable transport into and around New Plymouth is a nightmare. Buses are so user-unfriendly (schedules AND routes) as to be pointless. Riding a bike or walking can be downright dangerous, especially with cars getting bigger and more numerous. Secure bike and scooter parking is almost non-existent. Do anything possible to get the big trucks out of NP city centre and our town centres. Sort out a heavy transport bypass to the port.</p>	<p>Comments noted. It is noted that the current bus services are at the end of a 9-year contract and as such have largely been unchanged for many years. In preparation for new contract(s) a single stage business case (SSBC) is currently being prepared to present a case for investment to NZTA for improved public transport services and infrastructure in Taranaki. The SSBC is built on the information gained through recent public consultations. Funding permitting, the aspiration is to have a public transport system that connects people to where they want to go and will become the preferred mode of choice within the Taranaki region.</p>
37.3	Comments on the future sustainability and resilience of our transport networks	Officers' comments

	Willing to accept costs as long as the changes show comprehensive and accessible environmental, health, transport and economic benefits.	Comments noted.
37.4	Comments on any other issue	Officers' comments
	See comments above	Comments noted.

Submission 38: Ricky Allan

Submitter's comments and requests		Officers' response and recommendations
38.1	Comments on vision	Officers' comments
	<p>I'm guessing your "vision" is impaired as you can't seem to see what you have screwed up already. Fix what you have already half done. Corner of Carrington St and Huatoki is still a bloody joke. You spent how much on removing the island and putting fancy paths and gardens in to then fence off the new path (costing more money) and put up bulls\$#t plastic bollards to replace the island you took out.</p> <p>Also all the roadworks at the bottom of Carrington by Pendarves st still has big holes in the cycle lane that you it at high speed after coming down the hill. You "fix" the road but it's a big FU to the cyclists and it was right next to where the new road surface was done.</p> <p>There's no point submitting any comments on anything new because you'll do what you like anyway.</p>	Comments noted.

Submission 39: Stuart Knarston

Submitter's comments and requests		Officers' response and recommendations
39.1	Comments on any other issue	Officers' comments
	<p>Add funding line for NPDC, Public transport services to Table 14: 10-year activity class forecasts by organisation (\$), as per below:</p> <p>2024/25 - \$650,000 2025/26 - \$2,508,000 2026/27 - \$708,000</p>	Officers note submitter's comments and support the requested changes being made to Table 14.

This addition will make Table 14 consistent with Table 6: Proposed Business as usual activities in the Taranaki Region.

Submission 40: Cheryl McKercher

Submitter's comments and requests		Officers' response and recommendations
40.1	Comments on vision	Officers' comments
	Sounds good	Support noted.
40.2	Comments on targets	Officers' comments
	Good	Support noted.
40.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 3. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 4. Further work on the New Plymouth Integrated Transport Framework 5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
40.4	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	Agree but it all boils down to budgets	Noted
40.5	Comments on any other issue	Officers' comments
	Is there a plan for the train system?	Question noted. The Committee has very limited influence on commercial decisions such as those made by KiwiRail. Recommended that consideration is given to how the Committee can strengthen their advocacy /

involvement in this area, and as such a measure to reflect this advocacy role is to be added to the RLTP.

Submission 41: Lindsay Smail

Submitter's comments and requests		Officers' response and recommendations
41.1	Comments on vision	Officers' comments
	<p>The current vision is too small. And it isn't explicit enough about the importance of reducing emissions (if we don't do this this then nowhere is going to be very "liveable") and creating a more equitable transport system.</p> <p>"A vibrant, resilient and connected region, with a safe and environmentally responsible transport system that enhances life for all".</p>	<p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p>
41.2	Comments on targets	Officers' comments
	<p>All of these targets would be improved with an overarching target of rapidly reducing emissions: there would be less traffic on the roads, which would mean improved safety and less traffic disruption, and it would increase mode shift. Additionally, the population would be physically and mentally healthier, more connected to their neighbours and therefore more resilient in times of climate events or natural disasters. Architecture/town planning could also go a long way to making things easily accessible using active or public transport.</p>	<p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p>
41.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further work on the New Plymouth Integrated Transport Framework 3. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 4. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 5. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 	<p>Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>
41.4	Comments on priorities	Officers' comments

	It is undebatable that we need to rapidly transition to low emissions transport. It therefore isn't logical to keep investing in roads or "increased traffic volumes due" when we need to be investing in trains, active transport and public transport (all of which would bring about a significant reduction of burden on the roads).	Comments noted.
41.5	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	I completely support the economic and social impacts of making our transport networks resilient and sustainable. It will undoubtedly be expensive and initially inconvenient but the alternative (not building for sustainability and resilience) is a death wish and will ultimately be far more expensive and inconvenient. In addition, moving society away from the "individually owned car" also makes for a more equitable society as children, teenagers, the elderly, people with mobility issues or those who cannot afford a car will regain their independence again. Lastly, it will also make for a more connected society that's more in relationship with each other (because we will have had to get out of our isolating, individually owned cars), which adds to community resilience.	Comments noted.
41.6	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	Please be as brave and progressive as you can possibly imagine. Your children and grandchildren will thank you.	Comments noted.

Submission 42: Barbara Hepburn

Submitter's comments and requests		Officers' response and recommendations
42.1	Order of prioritises	Officers' comments
	<ol style="list-style-type: none"> 1. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 2. Further work on the New Plymouth Integrated Transport Framework 3. A step-change in public bus services from October 2025 4. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
42.2	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	Rail transport for logs and freight would be ideal and safer, less dangerous on the roads.	Comments noted, consistent submission theme.

42.3	Comments on any other issue	Officers' comments
	The bus service needs to be more regular and trustworthy	Comments noted, consistent submission theme.

Submission 43: Kyle Boonzaier

Submitter's comments and requests		Officers' response and recommendations
43.1	Comments on vision	Officers' comments
	A city where bikes take priority and are the main use of transport for a majority of residents. Increased green cycle/walkways throughout the city like Te Henui walkway.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
43.2	Comments on targets	Officers' comments
	Good, Taranaki is such a car-centric city. We need to aggressively campaign for more cycleways throughout the city and connecting communities.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
43.3	Comments on priorities	Officers' comments
	Public transport over personal car use.	Comment noted
43.4	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	I think introducing tolls for certain roads would be a more beneficial option as opposed to charging residents by increasing rates. I agree change needs to occur but asking residents to fork out more is going to create back-lash.	Comments noted.
43.5	Comments on any other issues	Officers' comments
	We need more bikes on the road. Open up cycle lanes throughout the city.	Comments noted.

Submission 44: Horizons Regional Council

Submitter's comments and requests		Officers' response and recommendations
44.1	<p>Background comments</p> <p>This submission is on behalf of the Horizons Regional Council and relates to the draft Taranaki RLTP, which was written prior to the release of the draft Government Policy Statement.</p> <p>Horizons supports Taranaki's vision of "A vibrant, resilient and connected region, with a safe transport system enhancing liveable places".</p> <p>Horizons supports the strategic direction of the Taranaki draft RLTP. There are similarities with the strategic focus of Horizons' draft RLTP. Given the connections between our two regions, it is important to see our two strategic land transport documents aligning with each other.</p> <p>In particular, we support:</p> <ul style="list-style-type: none"> Objective 2 – Enabling: A reliable and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.' Objective 5 – Resilient and responsive: A land transport system that is robust, responsive to changing needs and resilient to external influences, including climate change. <p>We agree with policies to achieve these objectives and support measures focused on effective, efficient and reliable strategic road and rail corridors between inter-regional ports and removing constraints on inter-regional corridors.</p>	<p>Officers' comments</p> <p>Support and alignment with Horizons' draft RLTP noted.</p> <p>Specific support for Objectives 2 and 5, along with related policies and measures noted.</p>
44.2	<p>Comments on the east-west transport corridor including road and rail</p> <p>A key corridor for both our regions is the east-west transport corridor which includes State Highway 3 south. We support ensuring this corridor receives the maintenance required to facilitate freight, safety and route resilience. We also note this corridor includes the Marton-New Plymouth Rail Line (MNPL). We support investment and maintenance of this rail corridor, particularly given it will play an important role in transporting logs to and from freight and distribution hubs located within the Horizons region.</p> <p>There are a number of current and future pressures on transport corridors between the Taranaki and Manawatū-Whanganui regions, primarily relating to safety, resilience and efficiency of the key routes between our regions. We support the draft RLTP's focus in these areas, and encourage continued investment in the State Highway network along this route.</p>	<p>Officers' comments</p> <p>Comments noted, including those around the underutilisation of rail and the important role that rail specifically has in transporting logs between our regions – will specific note of the Marton Rail Hub development.</p>

	<p>The Marton Rail Hub secured government funding for the development of a debarking facility and forestry hub. This will act as a key logistics point for log transport to North Island Ports such as Port Taranaki. Horizons therefore supports and encourages the investment in road and rail connections surrounding Port Taranaki to ensure safe and efficient connections to the Marton Rail Hub.</p> <p>We agree with a statement noting rail is generally underutilised and we support actively encouraging greater utilisation of the rail corridor for freight movements.</p>	
44.3	State Highway 43 Forgotten World Highway	Officers' comments
	<p>SH 43 Forgotten World Highway — Tangarakau Gorge Seal Extension is listed as an activity of inter-regional significance. The condition of this corridor is a significant barrier to improving tourism and economic growth between the Stratford and Ruapehu Districts. Sealing this section of State Highway 43 will enable safe and reliable movements along the corridor, which will improve tourism potential and connections between the Horizons and Taranaki regions.</p>	<p>Comments noted.</p>
44.5	Collaboration for activities on the horizon	Officers' comments
	<p>We note the following activities listed in the Plan for future consideration. We support each of these activities and are keen to ensure we work collaboratively on them with the Taranaki RTC and respective Councils:</p> <ul style="list-style-type: none"> • Lower North Island Freight Strategy • SH 43 Forgotten World Highway improvements • SH 3 Hāwera to Whanganui corridor improvements 	<p>Support these future activities noted.</p>
44.6	Inter-regional public transport services	Officers' comments
	<p>We consider public transport access between our two regions to be important. A coordinated, joint inter-regional approach to planning new services will lead to better services for residents and visitors as well as environmental and safety benefits. Horizons are interested in strengthening our relationship with Taranaki Regional Council given the importance of working together for cross boundary services.</p>	<p>Comments noted and agreed. A strengthened relationship between our two regions to enable working collaboratively together for cross boundary services is welcomed.</p>
44.7	Coordinated approach with neighbouring regional councils	Officers' comments
	<p>We are pleased to see mention made in the plan that references a commitment to developing a coordinated approach with neighbouring regional councils on strategic corridors and cross-boundary matters. Strong advocacy</p>	<p>Comments noted, agreed and welcomed.</p>

and liaison is important to achieve this. We would welcome the opportunity to work more closely in the future at both a Governance and officer level on relevant transport matters throughout the upcoming RLTP period.

Submission 45: Shikaiyana Nelson

Submitter's comments and requests		Officers' response and recommendations
45.1	Comments on vision	Officers' comments
	Bring back the Friday Ōpunake - New Plymouth bus service 9.15 to New Plymouth with an early afternoon return as was previously available. I don't understand how when a bus was quite full it was removed. Pensioners are no longer able to go to New Plymouth and return without travelling to Hāwera and then having to wait many hours to come back to Ōpunake. The only option is Ōpunake - New Plymouth early in the morning.	<p>Officers note the specific bus service request, which is out of scope for this Plan so has been referred on to the PT work underway.</p> <p>It is noted that the current bus services are at the end of a 9-year contract and as such have largely been unchanged for many years. In preparation for new contract(s) a single stage business case (SSBC) is currently being prepared to present a case for investment to NZTA for improved public transport services and infrastructure in Taranaki. The SSBC is built on the information gained through recent public consultations. Funding permitting, the aspiration is to have a public transport system that connects people to where they want to go and will become the preferred mode of choice within the Taranaki region.</p>
45.2	Comments on any other issue	Officers' comments
	I would attend the hearing however bus travel would mean leaving at 6am.	Noted.

Submission 46: Ron Murray

Submitter's comments and requests		Officers' response and recommendations
46.1	Comments on vision	Officers' comments

	I would add "a safe and accessible transport system".	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
46.2	Comments on targets	Officers' comments
	Targets are good.	Support noted
46.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further work on the New Plymouth Integrated Transport Framework 3. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 4. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 5. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
46.4	Comments on priorities	Officers' comments
	I think as the majority of the regional population lives and works in New Plymouth, the NP Integrated Transport System should be given a higher priority.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
46.5	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	It would be irresponsible not to address these issues. When rate/ tax payers see, use and experience improved facilities they become more appreciative. No-one likes to pay more but incrementally is better than a major increase inside a short timeframe.	Noted and collated within key themes analysis.
46.6	Comments on any other issue	Officers' comments
	Just a general comment about the need to have sufficient funding available for ongoing maintenance. In the past this has sometimes been overlooked.	Noted.

Submission 47: Elaine Rollins

Submitter's comments and requests		Officers' response and recommendations
47.1	Comments on vision	Officers' comments
	I think it's a great vision. Would be good to do two things to facilitate this vision: Cultivate on an ongoing basis the strong support you have for this definition of success; and bring over the people sitting on the fence about this issue.	Support and comments noted.
47.2	Comments on targets	Officers' comments
	Great targets. Perhaps draw clear connections between targets 2 and 3. Along the lines of: if one supports more cycling paths and reliable public transport, it'll make for easier road travel as it takes more cars off the road. Also, would be good to truly incentivise the uptake of walking/cycling, public transport.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
47.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further work on the New Plymouth Integrated Transport Framework 3. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 4. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
47.4	Comments on priorities	Officers' comments
	<p>Can we please please build safe reliable public transport around Taranaki.</p> <p>I live down the coast and would love a timetable like this: From Oākura Hall to New Plymouth CBD: 7:30am, 11:30am, 4:30pm</p>	Comment noted. The current bus services are at the end of a 9-year contract and as such have largely been unchanged for many years. In preparation for new contract(s) a single stage business case (SSBC) is currently being prepared to present a case for investment to NZTA for improved public transport services and infrastructure in Taranaki. The SSBC is built on the information gained through recent public consultations. Funding permitting, the aspiration is to

		<p>have a public transport system that connects people to where they want to go and will become the preferred mode of choice within the Taranaki region.</p> <p>Specific bus service request noted, which is out of scope for this Plan so has been referred on to the PT work underway.</p>
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Submission 48: Deena Coster

Submitter's comments and requests		Officers' response and recommendations
48.1	<p>Comments on vision</p> <p>I support the vision and believe it needs to be region wide, connecting places Waitara to Inglewood and the south Taranaki, with more regular bus services, including evenings and weekends.</p>	<p>Officers' comments</p> <p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p>
48.2	<p>Comments on targets</p> <p>I support more trips using different methods than cars - friendlier options for cyclists and walkers, but a revamped public transport system is key to success, so would prefer the emphasis was put on this, especially in terms of investment,</p>	<p>Officers' comments</p> <p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p>
48.3	<p>Order of priorities</p> <ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 3. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 4. Further work on the New Plymouth Integrated Transport Framework 5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 	<p>Officers' comments</p> <p>Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>
48.4	<p>Comments on priorities</p>	<p>Officers' comments</p>

	If you can achieve the first 1 around public transport, I would be happy. Safety improvements on roads are important, but it is my view driver behaviour is one of the key factors in crashes, so getting people out of their cars might result in lower crash rates anyway.	Comments noted.
48.5	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	<p>Bus services needs to be updated as well as shelters. Need electronic timetables and real time arrival tracking, in order for people to know when they can catch a bus, how long they have to wait etc. Wifi access on buses might make it more attractive for people, or in-bus entertainment.</p> <p>It needs to consider electric bus options.</p>	Comments noted. As noted in the Plan, improving PT (services and infrastructure) throughout the region is a top priority, with the details being determined through related work streams which are well underway. Staff note that there is a Transit App already available which provides real-time tracking and travel assistance.

Submission 49: NZ Windfarms Ltd

Submitter's comments and requests		Officers' response and recommendations
<p>Summary of submission: <i>Request to recognise and provide for the demand and role of renewable energy generation projects within the Region, including through advocating for sea and inland port infrastructure (Port Taranaki – quayside and hinterland upgrades) to support development of these projects.</i></p>		Strengthen a range of aspects relating to the provision of infrastructure to support renewable energy generation development, but note that some of the relief sought is considered outside the scope of this document.
49.1	Introduction to NZ Windfarms Limited	Officers' comments
	<p>NZ Windfarms is a New Zealand owned and operated company specialising in long-term wind farm development, operations, and broader renewable generation projects. NZ Windfarms owns and operates Te Rere Hau Wind Farm south-east of Palmerston North in the Manawatū-Whanganui Region and holds a portfolio of interests spanning the Central and Lower North Island, including the Taranaki Region.</p> <p>NZ Windfarms has recently been granted resource consents for the repowering of Te Rere Hau Wind Farm. The repowering will enable the construction and operation of thirty turbines to a total height of 162m, and total blade length of 62m. Transport infrastructure, including but not limited to the Ports of Taranaki and Napier and State Highway 3, are critical to the transport of oversize and overweight turbine components, including laydowns within and outside of the Port environments, for minimising conflict of these haulage activities with other users of the strategic transport network, and to support the efficient and effective development of wind resources.</p>	Comments noted.

	<p>New Zealand’s wind industry is at a current regulatory stage where large scale repowering activities of existing onshore wind farms, and the construction of new onshore wind farms, will progress under enabling legislation and environmental frameworks over the next 10-years. Many of these sites are located within the Manawatū-Whanganui Region and are dependent on reliable port infrastructure at Port Taranaki and integrated land transport infrastructure (e.g., laydowns) at the inter-regional scale. The demand for port upgrades to meet the need of these current and future wind developments which are recognised as urgent by key stakeholders, are not presently funded or recognised by the strategic framework of the Draft RLTP and as such the effects of delays and lack of capacity will impact on the realisation of economic benefits flowing from such development within these Regions.</p> <p>NZ Windfarms welcomes and encourages further engagement between TRC, Port Taranaki, Venture Taranaki, Waka Kotahi NZ Transport Agency, Industry Representatives, the Ministers for Transport, Infrastructure and Regional Development and any other relevant key stakeholders to continue to recognise and promote the immediate need for national allocation and investment in Port Taranaki and onshore infrastructure for existing and forecasted onshore renewable generation activities in the immediate 2-3-year period, and beyond to 2030.</p>	<p>Comment noted, no amendment necessary to the draft RLTP.</p> <p>The committee may wish to encourage further engagement with NZ Windfarms through its ongoing advocacy work related to freight infrastructure.</p>
<p>49.2</p>	<p>General comments on the strategic framework</p> <p><i>The following text summarises the key points made by NZ Windfarms on the strategic framework of the draft RLTP:</i></p> <ul style="list-style-type: none"> • <i>Acknowledge that the document notes the significance of Port Taranaki to renewable generation industries, but that this focusses on off shore wind projects, and does not adequately provide for or recognise the importance of Port Taranaki to onshore renewable generation projects. Particularly in context of the expanding industry, with the likelihood of a number of projects to be within Taranaki in the period covered by the RLTP.</i> • <i>Immediate recognition of emerging demand for port laydowns and associated infrastructure, and provision for associated funding over the relevant 10-year horizon, is required to stand-up such projects and accompanying economic investment.</i> • <i>Request support for TRC commit funding and seeking alternative funding sources to support investment in the Blue Highway, to send a clear signal to the Government and the wind generation industry that it is serious about promoting wind as a key renewable energy source and helping provide a transition for Taranaki.</i> • <i>It is NZ Windfarms position that the current Draft RLTP does not achieve the purpose of the LTMA. This position is based on the following observations:</i> <ul style="list-style-type: none"> ○ <i>National Energy Efficiency and Conservation Strategy 2017-2022 – further amendment to section 3 of the draft RLTP and including on show renewable generation into the recognised Crown funding schemes outside the RLTF is needed. Also request a working party is set up to achieve Port Taranaki upgrades at an accelerated rate.</i> 	<p>Officers’ comments</p> <p>To reflect the potential for renewable energy within the draft RLTP, and to specifically make reference to onshore renewable energy, the following sections are to be reviewed and updated:</p> <ul style="list-style-type: none"> • Section 2.2 – subheading Energy • Section 2.4 – subheading Sea links <p>The remainder of the comments are noted, and the intent of the strategic nature and opportunity for the Port in the region’s land transport Plan are adequately covered by the draft RLTP. However many of the specifics in relation to investment in the ‘blue highway’ and Port Taranaki infrastructure are out of scope for this report.</p> <p>However in relation to the specific upgrades of Port Taranaki infrastructure this submission will be provided to Port Taranaki for their information.</p>

	<ul style="list-style-type: none"> ○ <i>NPS Renewable Electricity Generation – clear direction to the District Councils when infrastructure is required to support renewables is needed in the draft RLTP, along with investment identified to support the expansion of internal Port infrastructure in the short term (3 years).</i> ○ <i>Regional Policy Statement for Taranaki 2010 – the draft RLTP does not provide any strategic policy mechanisms under Section 3 that specifically support to recognise the interim need for onshore renewable generation facilitated by Port Infrastructure or identified funding mechanisms under Section 6 to promote the development of such infrastructure.</i> ○ <i>Draft Government Policy Statement on Land Transport 2024-2034 – the draft RLTP needs to be updated to give effect to the draft GPS, and align to the strategic priorities. Upgrades to Port Taranaki to achieve the matters outlined in this submission will better align the Council's current direction for transport investment with Central Government priorities.</i> 	
<p>49.3</p>	<p>Requested amendments / relief sought</p>	<p>Officers' comments</p>
	<p>Section 3.4, Objective 1 - Add new Policy I4 (supported by existing methods) as follows:</p> <p><u>Actively promote the development of Port Taranaki and Blue Highway transport infrastructure in an integrated manner with the land transport network, with a particular focus on supporting land use change that demonstrates potential emissions reductions and managing the effects of climate change.</u></p>	<p>No change recommended, suggestion is adequately covered by policy I3. Further the intent of the suggested wording to promote the development of the Port Taranaki and Blue Highway is adequately covered by Objective 2 and policy G1 and G2.</p>
	<p>Section 3.4, Objective 2 - Amend the following measures (methods) to give greater effect to Policies G1 and G2 as follows:</p> <p><u>RTC advocacy with Central Government and/or relevant crown entities RCA's ensuring a fit for purpose standard of transport infrastructure, including sea and inland port infrastructure, that will not only maintain but also enhance economic development including renewable energy development in the region.</u></p> <p>And:</p> <p>RTC recognising the role of an effective, efficient, integrated land <u>and sea</u> transport infrastructure to lead or promote continued economic development and investment in agriculture, forestry, mining and quarrying (particularly oil and gas), engineering and tourism, <u>with particular recognition of renewable energy generation developments and the significant socio-economic benefits of renewable energy generation to the region.</u></p>	<p>Amendment one changes the focus of the method away from the role of the RCAs to deliver transport infrastructure to one of advocacy for the RTC. Advocacy role is adequately covered by other methods for objective 2. No change recommended</p> <p>Amendment two – method is kept at high level to recognise the role of a variety of industries and linkage with integrated land transport infrastructure. It is not necessary to specifically focus on one industry. Consider including reference 'renewable energy' to the list of industries.</p>
	<p>Section 3.4, Objective 6 – Add new measure (method) to give effect to Policy E4 as follows:</p>	<p>No change recommended, the intent of the relief sought (being that investment in the port will support renewable energy) is out of scope of objective 6 which is focussed</p>

	<p><u>RTC will actively promote and support advocacy for and encourage TRC, central and local government contributions of funding toward, investment in the 'Port Taranaki – Quayside and Hinterland Upgrades' and the Region's Blue Highway to support further inter-regional renewable energy exploration, use and development.</u></p>	<p>on an energy efficient and environmentally sustainable land transport system with less reliance on private vehicles.</p>
	<p>Section 5.3, Table 8 – Add new activity 'Port Taranaki – Quayside and Hinterland Upgrades' to the regionally significant activities proposed for funding schedule as a Priority activity.</p>	<p>No change recommended, out of scope of Table 8 which is prioritising the projects which have been identified by Approved Organisations to be funded by the NLTF.</p>
	<p>Section 5.4 – Addition of 'Port Taranaki - Quayside and Hinterland Upgrades' as a new activity of inter-regional significance given its role in facilitating renewable energy use and development in the Central and Lower-North Island.</p>	<p>No change recommended – out of scope, "Port Taranaki – Quayside and Hinterland Upgrade' are not listed as an activity with the plan.</p>

Submission 50: Richard Sheldrake

Submitter's comments and requests		Officers' response and recommendations
50.1	Comments on vision	Officers' comments
	<p>A successful outcome would be when people who would otherwise be "stranded in their locality" (for any number of reasons: financial, physical disability, inability to drive, school and college kids without transport means, etc.) are able to depend on a reliable, cost effective and regular public transport service.</p> <p>If it has to be subsidised by others more fortunate who are able to use their own personal means of transport, then this should be supported. Remember, ANYONE can become a public transport patron when their circumstances change.</p> <p>A good public transport system should be a "greater good" initiative, just like it was in Belgium where I lived for 20 years.</p>	<p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p>
50.2	Comments on headline targets	Officers' comments
	<p>Excellent starting targets. There should be regular pre-defined progress reviews to adjust targets as required, with the aim of increasing/improving public transport.</p>	<p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p>
50.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 3. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 4. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 5. Further work on the New Plymouth Integrated Transport Framework 	<p>Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>
50.4	Comments on priorities	Officers' comments

	<p>Important as they are for safety, don't be blinded by the needs of private car users and road haulage operators who will wish for a never-ending supply of money for roading projects?</p> <p>Better utilised public transport means less is needed for more/bigger roads?</p>	<p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p>
50.5	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	<p>As mentioned before, if you believe in "greater good" then public funding is well used for public transport (and encouraging a more active lifestyle).</p>	<p>Comments noted.</p>
50.6	Comments on any other issue	Officers' comments
	<p>Don't let the road hogs dominate the story.</p>	<p>Comments noted.</p>

Submission 51: Federated Farmers NZ

Submitter's comments and requests		Officers' response and recommendations
51.1	Comments on background	Officers' comments
	<p>Contextual information:</p> <ul style="list-style-type: none"> Federated Farmers is a voluntary primary sector organisation that represents farming and other rural interests. The agricultural sector is important to New Zealand's economy and total exports. Effective and efficient transport systems are vital to the primary sector, to enable the delivery of goods and services to rural businesses and to deliver produce to processing facilities, markets and ports. The maintenance and development of these systems is vital to sustain the regional and national economies and to maintain social cohesion in rural areas. Their submission was collectively developed in consultation with its members and policy staff. 	<p>Comments Noted.</p>
51.2	Summary of issues	Officers' comments

	<p>Federated Farmers supports the Plan’s vision but greater focus on rural networks is essential to support wellbeing and economic prosperity. The rural roading network is critical infrastructure enabling social connectivity and economic activity for rural communities and businesses. Investment in rural networks must be prioritised.</p> <p>Issues for rural networks that require prioritisation:</p> <ul style="list-style-type: none"> • Rural bridge maintenance and resilience to flooding/targeted upgrades • Forestry traffic damaging local roads/alternative transport modes like rail are required • Improving public transport is beneficial, but it must account for rural constraints and the reliance of these communities on private vehicles. • They agree that current levels road network maintenance and renewals are inadequate across the Taranaki region. This is especially true for secondary roads, funded by a combination of central government. • The transition to low-emission transport should be incremental and technology-driven, ensuring it is affordable and practical for rural communities and businesses without causing undue disadvantage or costs. • Federated Farmers agrees with the statement that that our road freight sector is efficient, reliable and relatively low cost, and will remain the dominant mode for moving goods into the future. • Funding allocation processes should be transparent and account for different sectors' economic contributions. 	<p>Comments noted, specifics addressed further in submission.</p>
<p>51.3</p>	<p>Comments on economic significance of primary industries <</p> <p>Primary industries are the backbone of Taranaki's economy. Primary industries accounted for the largest proportion of GDP (25.1%) in Taranaki Region, which is higher than in the national economy (5.7%). These industries, including dairy, sheep, beef, and forestry, employ 11.3% of the workforce directly, increasing to 18% with flow-on jobs. Around two thirds of freight on New Plymouth District Council roads alone is generated by primary industries. These key exporting sectors generate prosperity through efficient transport links, enabling the agricultural supply chain to thrive.</p>	<p>Officers’ comments</p> <p>Comments noted.</p>
<p>51.4</p>	<p>Comments on maintenance and upgrades of rural roads</p> <p>Many rural roads, bridges, and culverts are inadequate for modern transportation needs, requiring upgrades for resilience and safety. Rural roads must be widened, strengthened, and improved with better foundations, surfacing, and sealing to accommodate heavier loads and increased traffic. Undersized bridges and culverts need upsizing, with improved drainage and scour protection, to enhance flood resilience. Well-maintained rural infrastructure enables economic prosperity, with research showing every \$1 spent on New Plymouth District roads generates</p>	<p>Officers’ comments</p> <p>Comment noted, no amendment necessary. Level of maintenance all comes down to available funding and providing value for money. Priorities are not solely determined on economic generation. Improvements to</p>

	\$1.67 in the Taranaki economy. Rural roads also provide social connectivity for isolated communities, necessitating a minimum service standard and proactive maintenance to maximise return on investment	rural roads are included in RCA's local road maintenance projects.
51.5	Comments on public transport	Officers' comments
	While increased public transport spending is worthwhile, rural realities like dispersed populations and long distances must be considered. Traditional fixed-route bus services have limitations in rural areas due to sparse populations. On-demand public transport trials may improve rural access if affordable and supported by sufficient population density. Fare incentives like weekly/monthly caps for frequent passengers could improve public transport appeal, as could a national integrated ticketing system.	Comment noted, and provide to TRC PT operations. No change to the Plan itself as PT detail is out of scope.
51.6	Comments on active travel	Officers' comments
	Active travel initiatives have limited rural utility given dispersed populations and lack of dedicated infrastructure. Rural regions typically lack cycling lanes, pedestrian walkways, and other facilities to support active modes of travel. The long distances between rural population centres constrain walking/cycling for transportation. However, recreational trails in rural areas can provide health and leisure benefits to rural communities, provided there is engagement to tailor them to local needs.	Comment noted, no change required to plan itself as detail of active travel programmes is out of scope. Note similar feedback from Federated Farmers on the Better Travel Choices Taranaki.
51.7	Comments on freight transportation	Officers' comments
	The increase in forestry harvesting is severely damaging local rural roads not designed for heavy logging trucks. Solutions must be urgently explored, including increased rail transportation where viable, to mitigate forestry impacts on inadequate rural roads. Central government must assist councils with costs of forestry road damage, and alternatives like coastal shipping require major investment to be cost-competitive and incentivise voluntary mode shift.	Comment noted, no change required, concerns adequately addressed in multiple sections in the draft RLTP, and specifically in Objective 2, policy G3 and a range of measures to address the deterioration of infrastructure.
51.8	Comments on climate change	Officers' comments
	Climate change is increasing severe weather risks like flooding, which threatens transport networks, particularly vulnerable rural bridges crossing major rivers. Infrastructure upgrades and alternative routes are needed to build resilience at key bridges and provide contingencies if primary crossings fail during major flood events.	Comment noted, no change required, concerns adequately addressed in multiple sections of the draft RLTP, and specifically in Objective 5, policy R1 and a range of measures.
51.9	Comments on funding	Officers' comments

	<p>Significant investment is required for maintenance, upgrades, and new infrastructure, but councils face budget constraints. Increasing the Financial Assistance Rate would ease pressure on councils to fund local roads. New funding tools, like user-pays systems that align costs with service beneficiaries, are ultimately needed. Funding allocation processes should recognise different industries' economic value and ensure rural ratepayers do not subsidise urban initiatives they cannot access.</p>	<p>Comments noted, alternative funding sources are explored by the draft RLTP within scope. No change required. An increase in FAR would naturally be supported by councils should additional national funding become available. Note that STDC and SDC received a 2% increase for this NLTP.</p>
51.10	Comments on rural engagement	Officers' comments
	<p>Ongoing community engagement and collaboration are vital when implementing the Regional Land Transport Plan. A dedicated rural advisory group would provide a forum for farmers and rural businesses to actively contribute to transport planning decisions, ensuring rural perspectives are incorporated and the Plan adapts to evolving rural community needs. Rural contractors' local knowledge can also help prioritise projects.</p>	<p>Comments noted, and suggestion considered in preparation of the next RLTP. No change required.</p>
51.11	Comments on vision	Officers' comments
	<p>The vision should explicitly reference the importance of an 'efficient' land transport system, as sought by the Land Transport Management Act 2003. Efficiency in rural freight networks is vital for enabling economic prosperity.</p> <p>Greater focus is required on the role of the rural network in supporting regional economic activity. The vision needs to emphasise the importance of rural connectivity for key exporting sectors like agriculture and forestry.</p> <p>'Connected region' should highlight the need for reliable rural freight links between farms, processing facilities and external markets. These connections underpin the agricultural supply chain</p> <p>'Liveable places' only focuses on urban areas. The vision should be inclusive of thriving rural communities also being supported by transport networks. Reference should be made to the links between rural communities being enhanced, not just urban areas. Rural roads provide social and economic connectivity.</p> <p>Overall, the vision must give greater prominence to the prosperity and wellbeing of rural communities and businesses enabled by efficient local road networks. This would provide better balance considering the economic importance of rural industries. Federated Farmers suggests the following amendments:</p> <p><u>"A vibrant, resilient and connected region, enabled by an efficient, fit-for-purpose, and safe rural and urban transport network that supports economic prosperity and the wellbeing of all communities."</u></p>	<p>Comments noted, no amendments recommended. Whilst the vision doesn't explicitly reference rural communities as requested by the submitter, it does not preclude those elements desired in the suggested rewrite and can be applied to all Taranaki communities. Therefore is not recommended to amend the wording of the vision itself. However, amending the Vision's explanatory notes to explicitly mention rural communities as well as urban is recommended.</p>
51.12	Comments on issue 1 ensuring a regionally and nationally integrated transport network	Officers' comments

	<p>Agrees this issue is important but need to prioritise the needs of rural communities and the agriculture sector rather than urban perspectives</p> <p>Objective 1:</p> <p>Supports objective 1 of maximising transport effectiveness but needs to ensure integration of rural freight needs and agricultural productivity requirements. The objective must be to protect key transport connections with lifeline functions for rural economics and communities from being compromised through urban centric integration efforts.</p> <p>Policies:</p> <ul style="list-style-type: none"> • The "one network" policy managing all modes in an integrated manner has merit, but must properly incorporate rural road freight as the critical mode for agricultural logistics, not treat it as a lower priority. • We have concerns that the policy ensuring standards support land use changes could come at the expense of retaining appropriate road freight levels of service essential for existing primary production in rural areas. • A specific policy is needed prioritising the integrated maintenance and resilience of key rural road freight routes of economic importance to the agriculture sector <p>Measures:</p> <ul style="list-style-type: none"> • Measures on land use/ transport integration through spatial planning must consult with rural stake holders regarding agricultural accessibility and freight connectivity • Regional transport cooperation between agencies should include rural industry groups like Federated Farmers. • A "one network" approach is supported if it enhances overall network efficiency benefiting rural road freight supply chains, rather than compromising them through modal prioritisation inappropriate for dispersed rural contexts. • Recognising a transport hierarchy should not come at the expense of retaining appropriate road freight levels of service and priority on key rural routes serving the agriculture sector's needs. <p>While endorsing integrated planning, Federated Farmers urge the regional council to implement objectives, policies, and measures that uphold a resilient road freight network for unimpeded movement of agricultural goods and machinery; neglecting rural perspectives and freight logistics requirements could disadvantage the essential transport needs of the agricultural sector.</p>	<p>Comments noted, the importance of the rural community and the agriculture sector that they support is acknowledged throughout the RLTP.</p> <p>The objective, policies and measures do not exclude the consideration of the important elements which are identified by the submitter, and do not neglect these elements. Many of the concerns and prioritisation requested by the submitter are relevant to detail within the RCA's maintenance and operational programmes, of which the detail is outside the scope of the draft RLTP.</p> <p>No amendment recommended.</p>
<p>51.13</p>	<p>Comments on issue 2 - facilitating sustainably and fiscally responsible economic development</p>	<p>Officers' comments</p>

Federated Farmers strongly agrees that the transport system must adequately support economic opportunities and the efficient movement of goods for the agriculture sector.

Taranaki's agriculture and dairy sectors are major economic contributors, so ensuring reliable freight connections to markets is vital for ongoing productivity and growth.

The proposed East-West multi-modal corridor linking Taranaki to major production regions could provide significant economic benefits if it enhances freight connectivity and resilience.

However, any growth in coastal shipping and rail freight must not come at the expense of also maintaining a robust road network crucial for rural accessibility.

Objective 2:

- Federated Farmers supports objective 2 of enabling economic wellbeing through a reliable land transport system. However the objective should explicitly recognise the importance of the robust road freight connections for the agricultural sector's economic contribution.

Policies:

- We agree with policies aimed at removing constraints and focusing on effective strategic corridors, which will assist agricultural freight movements.
- Federated Farmers support policy to ensure roads serving the productive sector are fit for purpose to accommodate heavy vehicles, machinery and equipment.
- But there needs to be a specific policy prioritising maintenance and resilience of key rural road freight routes serving farms and production areas.

Measures

- Support measures by RCAs to maintain infrastructure fitness and ensuring roads can support agricultural machinery and trucks.
- Would like to see an explicit measure identifying and protecting key rural road freight routes for agriculture
- Agree with incremental improvements being vital but there must be other measures that enable substantial upgrades for deficient higher volume rural road freight routes
- Supports investigations of port/freight hubs if this improves multi-modal integration for rural freight movements. However, promoting mode shift to rail/coastal shipping needs to recognise heavy rural road freights needs unable to be transferred.

Overall, while supporting policies enabling economic development, we emphasise the sustainable land transport solution is a multi-modal network maintaining fit-for-purpose road freight connections crucial for the agriculture

Comments and support for the objective and policies noted. The objective, policies and measures do not exclude the concerns of the submitter in enabling connections for the agriculture sector in supporting it as an important rural economy. The very purpose of policy G3 is to support this.

The specific relief to incorporate a policy that prioritises the maintenance and resilience of rural roads freight routes is relevant to detail contained within the RCA's maintenance and operation programmes, which are outside the scope of the draft RLTP. The higher level outcomes that would be a result of this are already addressed by the measures.

No amendment recommended.

	sector's economic contribution, rather than an imbalanced shift overburdening other modes at the expense of rural road resilience	
51.14	<p>Comments on issue 3 - Reducing the safety risk on Taranaki's transport network</p> <p>Federated Farmers acknowledges road safety is important for all users, including rural communities and those operating heavy vehicles like trucks and farm machinery on rural roads.</p> <p>Objective 3:</p> <p>Supports objective 3's overall intent but it needs to be balanced against still enabling the safe and practical movement of larger agricultural vehicles when considering design treatments and traffic management plans. A one-size-fits-all approach prioritising urban-style policies could negatively impact rural productivity.</p> <p>The objective should differentiate between urban and rural contexts, as the potential for widespread uptake of active travel is very limited in remote farming areas due to long travel distances and low population densities.</p> <p>Policies:</p> <ul style="list-style-type: none"> • We support policies promoting targeted infrastructure safety improvements on strategic road freight routes heavily utilised by trucks and agricultural machinery accessing farms, processing facilities and markets. • We agree with policies reducing risk at intersections or locations with identified conflicts between heavy vehicles and other users. However, solutions must properly factor in the realities and needs of rural freight transportation. • While supporting the overall aims of the Road to Zero National Road Safety Strategy, specific policies to achieve those aims must differentiate urban and rural contexts regarding appropriate safety treatments to avoid disadvantaging rural areas. <p>Measures:</p> <ul style="list-style-type: none"> • Measures increasing passing opportunities through additional flush medians or slow vehicle bays could improve efficiency and safety for rural freight movements, which we would support. • Geometric road alignment improvements like curve widening also have potential to benefit the operation of heavy vehicles, which is positive for rural freight productivity. • However, we would have concerns about measures aimed at reallocating road space or giving greater prioritisation to active transport users like pedestrians/cyclists over heavy vehicles on rural roads identified as key freight routes for the agriculture sector. 	<p>Officers' comments</p> <p>Comments noted and broad level support noted.</p> <p>No change is recommended in response to the submitters areas of concerns. The detail provided by the submitter is appropriate at programme/infrastructure upgrade design, and is therefore out of scope of the draft RLTP. Further the areas of concern are not excluded by the draft RLTP, should they be of relevance to the detail of individual programmes. These concerns could be useful to RCA's when designing such programmes and as such this has been forwarded to the RCA's.</p>

	<ul style="list-style-type: none"> • Any measures reviewing speed limits with the intent of reducing them on rural roads must very carefully consider the productivity impacts on time-sensitive farm operations relying on efficient transportation of goods, livestock and machinery. Overly low rural limits could severely disrupt farming practices. • We support measures encouraging educational efforts and promoting safe sharing of rural roads between all users, including highlighting the presences of slower moving farm vehicles to other motorists. <p>Overall, while we back targeted efforts to improve legitimate safety deficiencies, we urge preventing any measures that could unnecessarily impede the ability of rural freight transportation to move efficiently or that unfairly prioritise urban-centric active travel considerations over agricultural vehicle accessibility on key rural roads which are working freight routes. Safety treatments need a balanced, context-specific approach respectful of rural needs.</p>	
<p>51.15</p>	<p>Comments on issue 4 - Maintaining and improving accessibility and travel options throughout the region</p> <p>Federated Farmers acknowledges the importance of transport accessibility for enabling community participation and access to services. However, the needs and realities of rural communities with dispersed populations must be accounted for, including their heavy reliance on private vehicles as other modes are often not viable options.</p> <p>Objective 4:</p> <ul style="list-style-type: none"> • While we support this objective's vision of an accessible multi-modal system connecting communities, it must recognise the geographic constraints limiting travel choice in remote rural areas. • The objective should differentiate between urban and rural contexts, as the ability to provide economically sustainable public transport services is extremely challenging across the scattered farming populations. • Any people-focused transport system must prioritise maintaining reliable private vehicle access for those in rural areas without other practical options yet available. <p>Policies:</p> <ul style="list-style-type: none"> • We agree with policies protecting accessibility of the transport system for all people to access services and participate in communities. However, this cannot come at the expense of reducing accessibility for rural residents and businesses heavily dependent on roads and private vehicles. • Policies optimising existing network capacity through travel demand management should account for situations where mode shift away from private vehicles is extremely limited in practice for rural areas with negligible services or infrastructure supporting alternatives. • While promoting travel options besides private cars is reasonable for urban areas, rural areas often have no genuine choice yet available, so policies must reflect this reality rather than appearing to disadvantage those with no alternatives. <p>Measures:</p>	<p>Officers' comments</p> <p>Comments noted.</p> <p>The focus of the suite of objectives, policies and measures is on mode shift and improving the provision of infrastructure for active transport modes, and in doing so does not ignore the challenges faced by rural communities. Rather, where possible, the achievement of this suite of provisions in the draft RLTP will provide additional choice to the rural communities, not reduce them.</p> <p>Although the existing wording of the provisions doesn't explicitly differentiate between urban and rural, it does encourage provision of services responding to the community needs, which would likely require different solutions for rural communities. The draft RLTP does not need to be updated to enable this approach.</p> <p>No change recommended.</p>

	<ul style="list-style-type: none"> • We support measures by councils ensuring transport infrastructure provides appropriate access to key services and facilities like hospitals for rural communities. This relies on prioritising resilient road connections. • However, measures developing greater travel choices and reducing private vehicle reliance must distinguish between urban and rural contexts. Forcing alternative modes is ineffective for isolated rural areas currently lacking public transport feasibility. • Measures providing commuter options between communities could assist some rural urban travel if options like park-and-ride facilities are considered in rural hubs to enable efficient combined transport. But private vehicle accessibility must still be maintained. • Any measures auditing needs should properly consult rural stakeholders to avoid urban centric assumptions disadvantaging those in remote locations without access to multimodal choices yet. <p>Overall, while accessibility and travel choice is strongly supported as an objective, any policies and measures must properly account for the transport realities facing rural communities who remain heavily reliant on private vehicles with minimal alternative options currently available due to the dispersed nature of rural populations and long distances involved.</p>	
<p>51.16</p>	<p>Comments on issue 5 - Reducing the safety risk on Taranaki's transport network</p> <p>Federated Farmers strongly agrees that lack of resilience in the rural transport network poses major risks of isolating remote communities and farms during adverse events like flooding or storms. Recent weather events have exposed vulnerabilities.</p> <p>Climate change is increasing the frequency and severity of extreme weather like intense rainfall and flooding. Rural infrastructure like bridges, low-lying roads and culverts are particularly susceptible to climate impacts.</p> <p>Many rural roads and bridges were built decades ago to standards ill-equipped for modern freight volumes and loading from heavy vehicles like logging trucks. This aging infrastructure has reduced resilience.</p> <p>Upgrades to strengthen resilience by flood-proofing bridges, raising road levels, improving drainage and investing in more durable materials must be prioritised for deficient rural infrastructure on key agricultural freight routes.</p> <p>Duplicate routes or contingency alternatives should be established for critical rural lifeline connections across rivers/streams in case of bridge failure during floods. Loss of key crossings severely impacts rural accessibility.</p> <p>Network resilience is vital for ensuring rural economic activity and community wellbeing can endure disruptions. Preventing isolation should be a top priority</p> <p>Objective 5:</p>	<p>Officers' comments</p> <p>Broad support for the provisions is noted, however the relief sought to specifically include reference to rural communities is not considered necessary. The provisions aim to achieve a land transport system that is robust and response to changing needs across the region, and rural communities are included in this. Specific detail to response to the needs of rural communities would be subject to programme detail and planning by the RCAs.</p> <p>The relief sought to include measures to ensure networks consider and develop a range of alternative and viable routes has merit to be incorporated in the measures.</p>

	<ul style="list-style-type: none"> Federated Farmers supports Objective 5's intent of improving transport network resilience and responsiveness to climate change as crucial for the agriculture sector. However, the objective should explicitly emphasise protecting routes and infrastructure with lifeline functions for rural communities and businesses. <p>Policies:</p> <ul style="list-style-type: none"> We agree with policies aimed at improving resilience of infrastructure like bridges known to be vulnerable to flooding/erosion risks, particularly those servicing rural areas. A specific policy prioritising resilience upgrades and alternative contingencies for key rural lifeline routes and connections should be included. <p>Measures:</p> <ul style="list-style-type: none"> Federated Farmers support measures to comprehensively identify potential resilience deficiencies across all rural infrastructure that could isolate communities during events. We advocate for explicit measures to strengthen high-risk rural bridges through raising heights, improved drainage, widening and use of robust materials. We would like to see measures added to establish viable alternative routes or contingency plans for rural areas if critical bridges or lifeline connections are compromised. 	
<p>51.17</p>	<p>Comments on issue 6 - Reducing environmental impacts</p> <p>Federated Farmers acknowledges the importance of reducing transport emissions but emphasises rural communities have minimal alternatives to private vehicle use for essential mobility needs.</p> <p>Dispersed rural populations and distances involved make traditional public transport services inviable in most rural areas. Active transport has very limited potential for rural uptake.</p> <p>This lack of alternative modes means an unavoidable reliance on private vehicles for rural residents and businesses to access services and markets. Initiatives discouraging vehicle use are ineffective and punitive.</p> <p>However, any transition to low-emissions rural vehicle fleets must be staged and affordable as still-developing technologies mature and become financially viable.</p> <p>A balanced approach is required that does not unfairly disadvantage rural communities without reasonable transport choices beyond private vehicles.</p> <p>Objective 6</p> <ul style="list-style-type: none"> While supporting the overall objective of reducing environmental impacts in principle, rural considerations regarding emissions reduction must be accounted for. 	<p>Officers' comments</p> <p>Comments noted. Although not specifically responding to the relief sought by the submitter, the provisions contained in this section of the draft RLTP are not intended to disadvantage any sections of the community or region. Rather they work towards achieving improved environmental sustainability which will benefit the whole region.</p> <p>Two of the existing methods already respond to the challenges in the regional parts of Taranaki through seeking an improved regional network of low-emission supporting infrastructure and to investigate community transport where traditional fixed route PT services are not suitable.</p> <p>No change recommended.</p>

	<ul style="list-style-type: none"> The objective and related policies/measures should differentiate the greater potential for public/active transport uptake in urban areas versus the constraints faced in dispersed rural areas heavily reliant on vehicles. Any environmental objectives impacting rural communities must avoid disadvantaging those with no reasonable transport alternatives yet available. <p>Policies:</p> <ul style="list-style-type: none"> Policies encouraging alternative transport choices and reducing emissions should be clearly caveated as most applicable/viable for urban areas. Explicit policies enabling an incremental, affordability-focused transition appropriate for resolving rural private vehicle dependence are needed, avoiding unfair cost burdens. Policies must differentiate urban/rural contexts regarding reasonable expectations for uptake of alternative modes and emissions reduction pathways <p>Measures:</p> <ul style="list-style-type: none"> Measures promoting alternative modes and emissions reduction should be focused on areas with sufficient population density to support public/active transport infrastructure and behaviour change. Measures that negatively impact rural communities through costs, restrictions or limitations on essential private vehicle use should be avoided without proven, accessible and affordable alternatives first being available. <p>Overall, while endorsing the validity of environmental objectives, Federated Farmers advocates for policies and measures genuinely accounting for the transport realities of rural communities. A balanced, affordable and staged approach reflecting geographic constraints regarding transport choices is needed to avoid unfairly disadvantaging those with no reasonable alternatives yet to heavy private vehicle use</p>	
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Submission 52: Louise James

Submitter's comments and requests		Officers' response and recommendations
52.1	Comments on vision	Officers' comments
	Sounds great after the first read then when pondering it, I realised that it is too narrow, to say only a 'safe' transport system misses all the reasons we need good transport. I had a think about it and believe it needs additional words like: accessible, sustainable, responsive and user focused.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
52.2	Comments on targets	Officers' comments

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	Views safety as crucial and assert that shifting more people to walking, cycling, and public transport, including rail, can enhance safety and connectivity. Therefore, I recommend making 'Increasing mode shift' a top priority, with a defined goal of a 20% rise in public transport usage by 2030.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
52.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 3. Further work on the New Plymouth Integrated Transport Framework 4. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 5. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
52.4	Comments on priorities	Officers' comments
	I was very pleased to see the inclusion of building commercial vehicle regional safety centres! It is certainly a priority in our region with the trucks that thunder through our streets. I would imagine there are many trucks that are overweight. Thank you for this inclusion it will be welcome by many I am sure.	Comments noted.
52.5	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	There is most definitely justification for making our transport networks resilient. One of the very obvious ways is to strengthen the rail corridors both SOL and MNPL. Rail may someday be a real life line for us living out here under a dormant volcano. Now would be the common sense time to revitalize our rail networks and introduce passenger rail on both lines.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
52.6	Comments on any other issue	Officers' comments
	<p>I have very carefully read the Draft Regional Land Transport Plan and noticed the beginnings of looking to rail as a solution to improving our transport here in Taranaki.</p> <p>Pg 40 – Comments that a rail corridor needs a plan or action like 'To conduct a feasibility study on the reintroduction of passenger rail on both the MNPL and SOL', rather than being something that is possible.</p> <p>Pg 48 – agrees RTC promoting the retention and maintenance of the SOL railway line to enable future opportunities is the right direction but promoting needs to be clearer and more directive to achieve this outcome.</p>	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.

In conclusion I would like to say that the document has raised my belief that TRC is looking at real ways to truly help the transport system in Taranaki and to that end I am very thankful. All I would like to see is a real tangible target setting plan for getting passenger rail past the paper into reality.

Submission 53: The Future is Rail - Taranaki

Submitter's comments and requests		Officers' response and recommendations
53.1	Comments on Future is Rail	Officers' comments
	<p>The Future is Rail – Taranaki is a public interest group working towards returning passenger rail to Taranaki. We formed after a public meeting in New Plymouth in 2023 which showed good support for rail in Taranaki. We have an email list of 67 and a Facebook page of 81 members. We are affiliated with the nationwide The Future is Rail organisation, previously known as Save Our Trains. The nationwide The Future is Rail organisation is also making a submission largely covering higher-level matters.</p>	Background comments noted.
53.2	Comments on their position on draft RLTP	Officers' comments
	<p>We broadly support the draft Regional Land Transport Plan (RLTP) with recommended changes as follows.</p> <p>It's important to specifically mention rail in plans, as KiwiRail's CEO, Peter Reidy, indicated that KiwiRail engages with Regional Councils only if rail is detailed in their transport plans.</p> <p>The report finds rail underutilised in Taranaki, advocating for more passenger and freight rail services, with hopes that the final RLTP will present specific actions to achieve these goals.</p> <p>The challenge of aligning road and rail planning underscores the need for a balanced transport strategy, with the RLTP serving as a tool to prompt government action towards cohesive and fair transport planning. Regional Transport Committees (RTCs) consider the social, economic and environment outcomes for roads but Kiwi rail only consider customer demand. The RLTP is one way to integrate these different sets of issues.</p>	<p>Broad support is noted. No changes recommended, as the draft RLTP adequately covers the opportunity for rail and associated public support. With regard to specific actions to better utilise rail in Taranaki, the Committee has very limited influence on commercial decisions such as those made by KiwiRail. However, consideration of how the Committee can strengthen their advocacy/involvement in this area should be explored.</p>
53.3	Comments on vision	Officers' comments
	<p>The proposed vision of "a vibrant, resilient and connected region, with a safe transport system enhancing liveable places: is a great start. It would be strengthened by adding "sustainable and accessible" and changing "liveable places" to "liveability for communities", so reading "A vibrant resilient and connected region, with a safe, sustainable and accessible transport system enhancing liveability for communities."</p>	<p>Comments are noted, no amendment recommended.</p> <p>Incorporating 'sustainable' is supported but 'accessible' is already covered by 'connected'. Both are addressed at the measures level.</p>

	<p>"Liveability" has a holistic and clearly defined meaning found in New Zealand Transport Agency's report (September 2020), "Transport Impacts on Wellbeing and Liveability"[3], which provides guidance for transportation planning that achieves fairness, neighbourliness, respect, community identity, pride, fitness, and health.</p>	<p>The relief sought to use the alternate phrasing 'liveability for communities' is not considered necessary as the explanation of the vision adequately covers the intent of achieving liability for the community as well as the natural environment.</p>
53.4	<p>Comments on targets</p> <p>The draft RLTP proposes three targets to help achieve the vision:</p> <ul style="list-style-type: none"> · Improving safety. A 40% reduction in deaths and serious injuries. · Increasing mode shift. More trips made by walking, cycling and public transport. · Improving reliable connectivity. Less travel disruption for road traffic. <p>We support these targets, but to ensure they are achieved, they must each include a specific, measurable goal. An example of a specific, measurable target: "Increasing mode shift: A 20% decrease of trips made by private vehicle or a 300% increase in walking, cycling and public transport trips by 2035."</p> <p>There is no target that relates to the RTC's stated goal of supporting and promoting more use of rail for freight. A fourth target could be, "Increased use of rail for freight. A 50% increase in annual rail freight volumes carried within the region by 2027."</p>	<p>Officers' comments</p> <p>Comments noted and amendments recommended.</p> <p>Including more specificity in these targets is supported by staff, and amendments are recommended to keep to three headline targets, largely in their existing form, but make the mode shift target 'SMART'er.</p> <p>In relation to the target for rail, greater utilisation of rail is supported, but this Plan can only advocate in that area so a specific target is not considered appropriate</p>
53.5	<p>Order of priorities</p> <ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025, subject to a business case – including investigating and trailing passenger rail. 2. Further work on New Plymouth Integrated Transport Framework. This Framework includes a passenger rail feasibility study for the New Plymouth District. 3. Building two new commercial vehicle regional safety centres. Our Official Information Act enquiries showed Police detected 12 overweight trucks in Taranaki in one year. This figure will represent a tiny proportion of overall violations, as detecting overweight trucks currently relies on Police pulling the driver over for other reasons. More commercial vehicle safety centres will reduce the viability of overweight trucks, and so increase the use of rail for freight. 	<p>Officers' comments</p> <p>Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p> <p>Related comments in relation to rail noted.</p>
53.6	<p>Comments on strategies' provisions</p>	<p>Officers' comments</p>

Integrated (I2): We support the plan to “develop all modes of transportation in an integrated manner.” This policy would benefit by itemising modes (walking, biking, road, rail, sea and air) for clarity.

Enabling (G2, 3 and 4): We agree there should be a “focus on efficient and reliable strategic road and rail corridors, particularly between inter-regional ports”, but “ports” may imply focus only on inter-regional freight. Policy G3 does not mention rail being a “viable avenue for tourism and the productive sector”, but G4 aims to “protect and promote the existing rail sector”. We suggest a single policy covering G3 and G4 to ensure rail is not overlooked when planning for tourism and the productive sector.

Safe & Healthy People (S1, 2 & 3): We applaud these policies around making our region’s transport safe. We recommend including a further policy, S4: “Promote rail as a safe form of transportation.” Multiple peer-reviewed studies have shown passenger rail is around 20 times safer than driving, including Litman, T (2014) “A New Transit Safety Narrative” and Savage, I (2013) “Comparing the Fatality Risks in United States Transportation Across Modes and Over Time”.

Accessible (A3): On policy A3 which will “Ensure a range of travel options,” it may be worth itemising the range of transport options, including rail.

Resilient and Responsive (R1): R1 covers the need to improve resilience to geological risks and climate impacts. This is important for our region. Railway corridors are often faster repaired after disasters, as seen after the Kaikōura earthquake. We must sustain and improve the Marton–New Plymouth Line (MNPL) and Stratford–Okahukura Line (SOL) because, being out on a limb, Taranaki is uniquely vulnerable, warranting a resilient and responsive rail corridor North and South.

Environmentally Sustainable (E2): Developing an effective and efficient public transport service is an important policy, but must be clearer this could include passenger rail. A multi-functional public transport system, including rail especially for inter-regional travel, is important to public transport’s long-term sustainability and its competitiveness with driving.

The glossary says the Regional Transport Committee (RTC) has representation from regional councils, territorial authorities, and Waka Kotahi. We recommend it also has representation from KiwiRail and residents to ensure a ‘one network’ approach as mentioned on page 40. A KiwiRail representative would also help introduce the integrated planning and funding framework for rail investment covered on page 85.

We were glad to read on page 48 that the RTC will promote “the retention and maintenance of the SOL railway line”, as this would have large economic and employment benefits for the surrounding towns and country. However, the plan must give details on how the RTC will promote the SOL’s retention and maintenance.

As mentioned previously, the committee has very limited influence on commercial decisions such as those made by KiwiRail, and as such some of the relief sought is out of scope of the RLTP or provides a greater level of detail that is not appropriate for the RLTP.

Integrated I2 – no change recommended, the measures adequately itemise modes, so it is deemed not necessary at the policy level.

Enabling G2, 3 and 4 – no change recommended, the measures adequately ensure that in any advocacy or investigations work greater utilisation than just freight movements is actively encouraged.

Safe & Healthy People S1, 2 & 3 – no change to the policies recommended, however consideration to an additional measure which supports the role of PT (which would include rail if provided) as a safe form of transport.

Accessible A3 – no change recommended, the measures provide adequate cover to the range of travel options.

Resilient and Responsive (R1): no change recommended. The maintenance of the SOL is already included in the measures.

Environmentally Sustainable (E2): no change recommended. The committee has very limited influence on commercial decisions such as those made by KiwiRail, hence the inclusion of passenger rail is out of scope of this report, however an additional measure under the Accessible objective to advocate for a feasibility study is an appropriate measure.

In response to the request to have representation from KiwiRail on the RTC, the TRC has recently (March 2024) endorsed KiwiRail as an Advisory Member to the RTC.

	<p>The mention of the RTC 'promoting' the use of rail appears several times in the plan. For the use of rail to be promoted, there must be an accessible and visible service in place.</p> <p>We support the RTC working with KiwiRail to ensure current and future reliability of the rail network and actively encouraging greater use of the rail corridor (page 40).</p>	<p>TRC are currently seeking a formal appointment from the Transport Minister Simeon Brown for KiwiRail.</p>
53.7	<p>Summary of recommendations</p> <ul style="list-style-type: none"> • Explicitly include both freight and passenger rail development in this plan. • Ensure continued improvement to the MNPL for freight, in particular logs. • Undertake a feasibility study for inter-regional passenger rail on both SOL and MNPL • To inform the feasibility study, trial a passenger rail service with route determined by existing demand for public transport and other road transport. Overwhelming patronage on the Hawera New Plymouth "Connector" bus for example, may suggest a viable passenger rail route, but inter-regional routes should also be considered. • Upgrade the SOL corridor to make it accessible to future freight and passenger services. • Include KiwiRail and resident representation on the RTC. 	<p>Officers' comments</p> <p>Recommendations noted. See previous response for officer recommendation, noting the committee has very limited influence on commercial decisions such as those made by KiwiRail,</p>
53.6	<p>Comments on strategies' provisions</p> <p>The Draft Regional Land Transport Plan shows TRC has considered public feedback and incorporated many suggestions. It gives hope for a great transport future in Taranaki.</p> <p>We note that the new draft Government Policy Statement on Land Transport suggests a shift in policy towards further investment in roads at the expense of rail, when to use and upgrade rail would bring a greater opportunity to our province and country. High Benefit-Cost Ratios seen in many recent rail development business cases demonstrates this value. However, this draft RLTP shows TRC's willingness to advocate for transport options widely supported by residents, increasing our faith in elected representatives.</p>	<p>Officers' comments</p> <p>Comments noted.</p>

Submission 54: Inglewood Community Board

Submitter's comments and requests	Officers' response and recommendations
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<p>Summary of submission: <i>An extensive outline of the issues created by the existing transport system in Inglewood and throughout the wider rohe of the Inglewood Community Board, including:</i></p> <ul style="list-style-type: none"> <i>The convergence of SH3 and SH3A inside Inglewood Township, with the safety and severance issues this creates</i> <i>Insufficient public transport</i> <i>Lack of active mode infrastructure</i> <i>Lack of turning bays on key SH3 intersections</i> <p><i>The Board supports a focus on the new governments GPS, along with a firm commitment for a feasibility into a HT bypass, safety improvements for Egmont Village, cycle way investigations, public transport reform and infrastructure improvements to meet the strategic framework laid out in the plan. The Board also acknowledges the demands across the region, however they note that any and all growth anywhere else in the region directly impacts Inglewood as a 'junction town' through which nearly all 'intra-regional' traffic passes and is diverted.</i></p>		<p>Much of the detail within the submission is out of scope for this specific planning document, however it is all useful contextual information and the submitter is commended on the level of work undertaken and the degree of advocacy for the community they represent.</p> <p>The submission in its entirety will be provided to NPDC and NZTA as the RCAs for the rohe involved.</p>
<p>54.1</p>	<p>Background comments</p> <p>Inglewood Community Board represents over 11,000 residents of the Kōhanga Moa Ward of the New Plymouth District Council. We encompass the town of Inglewood, as well as the communities of Egmont Village, Tariki and Tarata. We also reach into the urban edges of New Plymouth and Bell Block and encompass the National Park.</p> <p>Our rohe contains two major state highway systems that converge inside Inglewood Township. The rest of the roading in the ward is local roads. Our public transport system is insufficient with only the Connector bus running four times a day, Monday to Friday - a known oversubscribed service which is often full when reaching Inglewood northbound. Our shared path network and cycling infrastructure is virtually non-existent.</p> <p>SH3 and SH3A are the two most significant arterial routes in the Taranaki region, connecting North and South Taranaki for much of our commerce and freight/commodity movements and a large proportion of the region's access to recreation, education and work opportunities. SH3/3A are also critical inter-regional routes connecting regions from Whanganui south to the northern regions of King Country and Waikato. The meeting of these two state highways within the Inglewood township is the most significant 'node' joining two highways between Bulls and Hamilton, and one of the most significant on the west coast of the North Island, accommodating approximately 20k traffic movements per day and very high peak traffic loads. It is a poorly managed transport junction inside a small town, having considerable effect on the town's liveability and safety.</p>	<p>Officers' comments</p> <p>Background comments noted.</p>
<p>54.2</p>	<p>Comments on the Vision</p>	<p>Officers' comments</p>

	<p>Inglewood Community Board supports the broad intention of the vision. We suggest the following change to reflect the need for targeted emission reductions.</p> <p>“A vibrant, resilient, well-connected region, with a safe, equitable transport system supporting liveable, sustainable places.”</p> <p>We feel the suggested change better reflects mode shift, along with managing safety and resilience.</p>	<p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p>
<p>54.3</p>	<p>Headline target – Improving safety</p> <p>Inglewood Community Board strongly supports the 40 per cent reduction in deaths and serious injury.</p> <p>Our rohe contains some of the most dangerous intersections in Taranaki, including those of Durham and Dudley Roads, Lepper Road and Upland Road - some of the only roads along the SH3 Corridor lacking turning bays. All approaches to Inglewood lack 70km zones and gated signage - again an outlier in the Taranaki roading landscape. The Board has asked for attention to this previously and Waka Kotahi staff are aware of the deficiency.</p> <p>The impact of a serious injury or death is felt exponentially in a small community with the ripple effect having more impact socially and economically. Inglewood and other rural areas rely on volunteer emergency response to a great degree and serious injury and deaths have a serious and ongoing impact on the mental wellbeing of our people. Being rural, and having more exposure to 100km limit roads, and many rural roads, also puts our residents at a greater risk of serious injury or death as we have so few options for modal shift or public transport due to lack of priority from various agencies, and need to rely on private travel and the state highway and local roads in a higher proportion.</p> <p>The Community Board recently removed parking provisions adjacent to a number of key intersections inside Inglewood township. In the absence of our ability to implement much needed turning bays throughout the township (due to our lack of jurisdiction over the highways), this is seen as a sub-optimal solution and once again something which is out of step for the rest of the SH network within Taranaki. We would like to see the funding and implementation of proper turning bays to remedy this band-aid solution.</p> <p>After considerable lobbying, with NPDC support and intervention, we were also recently able to enact a signalized crossing at the New Plymouth end of Inglewood, to reduce the severance issues suffered by the community living on the north side of SH3. This has had a profound effect for those residents - particularly for kids walking to School. Inglewood Community Board would like to see much greater attention to the rest of our crossing points within Inglewood, to meet the key objectives of Objective 3 – Safe and healthy people as per the draft plan. This is foundational infrastructure for our region.</p>	<p>Officers’ comments</p> <p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p>

<p>The three remaining crossings have poor visibility, visual obstructions, are very poorly maintained and, according to Waka Kotahi’s own literature for appropriate crossing design, two of these crossings do not meet the minimum standards for crossing design - one having insufficient visibility distance and the other being too closely placed to a major intersection. Near misses are common and under-reported. Inglewood Community Board would also like to see funding and implementation of fit for purpose, safe crossings in the village (that has 20,000 traffic movements a day). This is an urgent need which could be enacted at low cost.</p>	
<p>Need for a Heavy Traffic Bypass</p> <p>Along with the dangerous intersections, we also have an Inglewood Village and Egmont Village that are severed by a fast moving, noisy, increasingly busy state highway. The need for a feasibility study into a HT bypass in Inglewood and traffic calming in Egmont Village has never been higher.</p> <p>The Board is encouraged and heartened by the problem acknowledged and outlined in ‘Activities on the horizon’ section of the draft plan on page 93. (Increasing traffic volumes and logging traffic is heavily and disproportionately impacting Main Streets such as Inglewood, Egmont village), increasing severance, pollution, noise, vibration and adverse safety impacts on local communities. Logging traffic is projected to increase significantly over the coming years with harvesting in the Eastern Hill country - nearly all of which will come through our towns on the way to market - barring any future action on increasing the shift to rail for heavy goods and commodities - which this board fully supports. We believe these heavy traffic effects are felt much greater in our communities due to the lack of proper traffic management and quality roading and pedestrian infrastructure that, for Instance, New Plymouth has when these vehicles reach the city.</p> <p>The Board notes the \$200K proposed budget for a feasibility study (‘Inglewood village network assessment’) from the NLTP - we would suggest this figure needs to be higher - we are heartened by the relatively short time frame.</p> <p>A partial heavy traffic bypass could be implemented, in Inglewood, pushing all northbound traffic onto SH3A at the southern entrance to town and along Moa St - alleviating the major congestion point at the Rata/Matai St intersection in the centre of Inglewood (the current road design favours most traffic taking this ‘short-cut’ avoiding the Moa St route). This solution, which could be enacted with a very small budget in transport terms, with little to no land acquisition and minor realignments, would make a significant difference to the traffic, safety and severance issues plaguing Inglewood.</p> <p>Longer term, a feasibility study into the cost benefit of a well-constructed bypass is something the Board wholeheartedly supports, along with the community.</p> <p>The GPS</p>	<p>Comments noted.</p> <p>NPDC response:</p> <p>NPDC undertook a ‘One Network Framework’ (ONF) assessment of the Inglewood town centre in 2023. It followed NZTA guidelines and reclassified the future state function of the State Highway and local roads in the town centre. NZTA and TRC staff provided feedback on the future state classification.</p> <p>Some initial options were identified with the Community Board to manage freight traffic better, which require further assessment. Funding for the investigation has been included in the NPDC proposed LTP 2024-27 programme and in NZTA’s programme. The proposed budget is considered sufficient for this purpose.</p>

	<p>The Board also acknowledges the draft plan was developed in light of the previous Government Policy Statement and would ask that priority to such a feasibility study is given a higher weighting under the current GPS on transport. The rationale for a HT bypass in Inglewood village is sound - the problem has been identified and the community is on board - with near universal feedback from our community through our Community Board plan consultation process, raising traffic issues inside Inglewood as the number one concern for our community. The intent of a bypass installation will meet the visions and goals of nearly all strategies in the region that include transport and transport systems. Safety, heavy traffic efficiency, reduced commuter times, and community liveability will all be greatly improved.</p>	
	<p>ONF interventions</p> <p>The board also strongly supports the ONF process for placemaking across the region, in particular, in Inglewood where NPDC and Waka Kotahi have already identified many designs that would promote a shift towards a main street culture that cultivates economic and social wellbeing. We see a need for increased funding for ONF's and timebound implementation through LTP's.</p>	<p>Comments noted</p> <p>NPDC response: NPDC undertook three ONF investigations in the district between 2021-23. More are planned to be undertaken during the next LTP period.</p>
<p>54.4</p>	<p>Headline target - Increasing mode shift</p> <p>Inglewood Community Board developed a board plan in 2023, which was based on community consultation. Our community, especially our youth (who make up 22 per cent of our population 0-15 years), strongly support an increase in mode shift. We would like to see the following:</p> <p>Immediate increase to the frequency of the Connector bus (Better Choices submission made by Sarah Lucas to this affect). We require more frequency during the week plus evening and weekend services in line with other satellite towns of New Plymouth. This will enable more people to get out of their private cars, which will result in the collective benefits already known by the regional committee. This will also increase equity and access to basic services not available in our ward.</p> <p>The Board strongly supports feasibility and planning on a cycle connection from Te Papakura o Taranaki, Inglewood, Egmont Village and Lake Mangamahoe. This would enable residents to cycle to the larger urban area of New Plymouth.</p> <p>Options to reduce emissions are largely absent in the transport system in Inglewood. This needs urgent policy attention.</p>	<p>Officers' comments</p> <p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p> <p>Improving PT throughout the region is ranked as the top priority in the Plan (Table 8). The details are being developed through related work streams which are well underway.</p> <p>NPDC response: NPDC propose a continuation of its PT infrastructure (e.g. bus shelters) programme and several PT service projects in the next LTP.</p>
<p>54.5</p>	<p>Headline target – Improved reliable connectivity</p>	<p>Officers' comments</p>

	<p>Inglewood Community Board supports reliable connectivity as an imperative need for a well-functioning social and economic system, which promotes wellbeing. As stated above, our population is beholden to an increased amount of state highway and local road travel as opposed to urban dwellers, and therefore the inconvenience of disrupted systems has a greater impact in our community. Build it right the first time by using a better investment model.</p> <p>A lack of forward planning has meant that over the last two years, on a number of occasions every major approach road leading into and out of Inglewood has simultaneously been under stop/go traffic management due to ongoing repairs. Analysis of the network on all sides of Inglewood at this very moment suggests that the quality of our road surfaces are still highly degraded and not what one would consider safe or appropriate. We anticipate significantly more disruption in the near future. Of particular note is the passing lane south of Upland road, and the glossy, potholed surface that only just passes as a road.</p>	<p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p> <p>NZTA are responsible for the maintenance of the State Highways servicing New Plymouth. The new GPS 2024-34 proposes a pothole prevention category to improve the level of funding for maintenance for both State Highways and Local Roads, which should provide a more durable solution.</p> <p>NPDC response: A new approach to managing Tarata Rd maintenance conditions is being considered by NPDC, due to the significant impacts of logging trucks on this road.</p>
<p>54.6</p>	<p>Priority ranking of major projects proposed</p> <p>Inglewood Community Board supports the current five funding priorities for Taranaki. The improvements on SH3 and 3A cannot come soon enough.</p> <p>The Board would strongly support the inclusion of a medium and long term priority list published for ease of public consumption - and within that we would hope that the issue of Inglewood and Egmont Village severance is included. The Board would also like to stress that the issue of forestry and the impact it is having on the roads east of Inglewood township in the Tarata district needs urgent attention. The NPDC has been transparent with the community in terms of the problem, but as yet, there has been no suitable solution decided on that is fair and equitable to all communities.</p>	<p>Officers' comments</p> <p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p> <p>NPDC response: NPDC will continue work with the Community Board, NZTA and Kiwirail to progress short- and long-term solutions regarding the impact of logging trucks.</p>
	<p>New commercial vehicle regional safety centre</p> <p>We are aware of the intent to build a new Commercial Vehicle Safety Centre near Inglewood. As a Community Board, we have yet to be consulted on this, and believe that with other ongoing issues plaguing Inglewood and its surrounding areas, it would be prudent to take a much higher-level view of this in the context of potential other improvements which could be made to the network - as outlined above. We do not support piecemeal plans which have not taken a more holistic view of the issues and believe there are potential construction and design efficiencies that could come with incorporating a Commercial Vehicle Safety Centre into other pieces of work, or at least have been considered in the wider context. Consultation on the myriad of issues with key community groups appears to be after plans have been made, rather than us being contributors to the scope of potential works that</p>	<p>Comments and concerns noted, with those specifically regarding engagement on the new Commercial Vehicle Safety Centres referred to NZTA.</p>

	could improve the network. Our board members all live within this community and have direct contact with our community members. We live these roads every day, and believe we can, and should be able to, positively contribute to such planning and implementation.	
54.7	Other comments	Officers' comments
	<p>The current transport system in and around Inglewood has been subjected to years of sustained growth without appropriate high-level planning or attention to ongoing community concerns. The Board would suggest that, in the context of our communities, the status quo does not meet: the Outcomes Framework (National), the Plan's 30-year vision / strategic objectives or headline targets.</p> <p>The Board supports a focus on the new governments GPS, along with a firm commitment for a feasibility into a HT bypass, safety improvements for Egmont Village, cycle way investigations, public transport reform and infrastructure improvements to meet the strategic framework laid out in the plan. The Board also acknowledges the demands across the region as we advocate for improvements in our rohe. However, we note that any and all growth anywhere else in the region directly impacts Inglewood as a 'junction town' through which nearly all 'intra-regional' traffic passes and is diverted.</p>	<p>Comments noted.</p> <p>NPDC response: The draft Future Development Strategy for New Plymouth provides further direction on the likely timeframes for growth within the district and when likely infrastructure will be necessary to support this development. The draft Strategy is to be adopted by 30 June 2024.</p> <p>The draft Integrated Transport Framework (ITF) PBC and transport model will enable further assessment of future growth impacts and options for the district. The draft ITF PBC is to be adopted in June 2024.</p>
	<p>As community board members, we are required to submit on the various NPDC, TRC and Waka Kotahi strategies, as and when they come to our attention. It is our view that these processes are fragmented and disjointed, there are multiple agencies pulling the levers, and progress on improvement is slow.</p> <p>There does not seem to be one unified organisation that leads this charge, and the various councils have committees and subcommittees within, layering bureaucracy. We strongly urge all councils to work towards a more unified, singular entity/approach to govern the transportation system of Taranaki such that there is only one point of contact, and no duplication of consultation with our communities. If the Taranaki Regional Transport Committee currently has the mandate for this, the Board would like to suggest greater reporting, auditing, collaboration and engagement between the committee and stakeholders such as community boards, Kahui Ako, Marae, businesses as well as heavy haulage, rail and other commercial operators.</p>	<p>Comments noted.</p>
	<p><i>Tarata Road and the Junction Road Endowment Fund</i></p> <p>The Junction Road endowment fund is governed under an act of parliament, with specific allocation to roading needs along Junction Road and Tarata Road (formerly Junction Road). We support the community's concerns around a reduction in service levels, and wish to ensure the RLTP acknowledges this issue, and if necessary, provides resourcing to find a solution which is amenable to all parties. There are significant concerns from residents</p>	<p>Concerns noted</p> <p>NPDC response: NPDC are scheduled to have meeting with the Inglewood Community Board on 10</p>

	<p>of Tarata and the eastern hill country relating to the projected increase in logging traffic as the forest harvesting commences in this part of our rohe. This is currently a 'live issue' for our community, with upcoming consultation and deputations to the community board and council pending. However, the residents' concerns are broadly around the use of disbursements from the fund, and the proposal from NPDC to allow the road to revert to unsealed over the course of the planned harvest - a timeframe of potentially around 10 years. The cost of retaining this as a sealed road with the lack of base-course to support the massive increase in heavy vehicle movements - estimated by NPDC to be around \$80m - is not feasible. There is no determined course of action as-yet, nor has full consultation been undertaken, however the Community Board acknowledges and wishes to ensure this communities' voice is heard at a regional, strategic level.</p>	<p>April to consider the options and the way forward for Tarata Rd. It is recommended that the Community Board make a submission on this matter to the proposed LTP.</p>
	<p><i>Rail comments</i></p> <p>The Board supports a mode shift from road to rail freight between Port Taranaki and its rural connections. The mode shift would reduce the social costs and externalities associated with heavy road freight and more fairly distribute the cost to industry. We urge TRC to take a proactive stance, and actively seek both regional and national solutions.</p>	<p>Comments noted.</p> <p>The Committee has very limited influence on commercial decisions such as those made by KiwiRail. However it is recommended that consideration is given to how the Committee can strengthen their advocacy/involvement in this area, and as such a measure to reflect this advocacy role is to be added to the RLTP.</p>
	<p>We would also support better oversight of the issue of public transport in Taranaki and support the formation of a dedicated joint working group to communicate, engage and oversee public transport reform in Taranaki.</p>	<p>Noted. TRC are exploring to see if a joint terms of reference for a Public Transport Committee could be reached.</p>
	<p>Sub-optimal delivery and excessive consultation is leading to consultation fatigue and apathy, and is costing our community in lives lost, poor liveability, and a high cost-to-outcome ratio.</p> <p>Furthermore, reporting and accountability to such planning should be paramount if we are to achieve our communities' desires.</p>	<p>Comments noted.</p>

Submission 55: Christian Schmitz Hallen

Submitter's comments and requests		Officers' response and recommendations
<p>Summary of submission: <i>Strong support for increased rail utilisation (passengers and freight), as a safer and more environmentally-conscious transport mode which will reduce individual vehicle use. Support also for improved bus services, particularly in rural South Taranaki.</i></p>		<p>Officers note submitter's support for increased rail utilisation and improved bus services have been collated into key themes.</p>
55.1	<p>Comments on vision</p> <p>I clearly want to see more rail services, passenger and freight, in Taranaki. The tracks are existing but they should be used more frequently. As we all know, trains are most eco-friendly and the safest means of transport. Your vision of a vibrant, resilient and connected region with a safe transport system can't be realized without trains and should be considered in the 10 years plan. If you have a look overseas, many countries with a similar population like in Aotearoa New Zealand reactivated or rebuilt train connections and they are successful and sustainable. Indeed, investments are necessary but results for the economy and the people will be great.</p>	<p>Officers' comments</p> <p>Officers note submitter's comments and support for increased rail utilisation. Comments have been collated with those by other submitters for themes analysis – refer to summary earlier in report.</p>
55.2	<p>Comments on targets</p> <p>1. Improving safety sounds great. You easily reduce deaths and serious injuries by reducing individual traffic. Living in Taranaki for almost 7 years, I noticed a massive increase of individual traffic but people mostly don't have alternatives than using their private vehicles. Increased public transport that includes trains are the most effective way to reduce harm for the people.</p> <p>2. Increasing mode shift has a huge potential of reducing individual traffic.</p> <p>3. Improving reliable connectivity... The more vehicles are on our roads, the more disruptions in road traffic will occur. It all comes back to the fact that people should be encouraged to leave their vehicles at home, reduce their numbers per household or even get rid of a vehicle if alternative transport is provided.</p>	<p>Officers' comments</p> <p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p>
55.3	<p>Order of priorities</p> <p>1. A step-change in public bus services from October 2025</p> <p>2. Further work on the New Plymouth Integrated Transport Framework</p> <p>3. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera</p> <p>4. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due</p>	<p>Officers' comments</p> <p>Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>

	5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood	
55.4	Comments on priorities	Officers' comments
	Sadly, none of the priorities above is considering the return of train services in particular. Trains might be included in the New Plymouth Integrated Transport Framework but I fear they are not. The priorities show a clear tendency that improvements on roads are on top of the list.	Comments noted. Only projects put forward for funding though the NLTP are included within this particular list.
55.5	Comments on the future sustainability and resilience of our transport networks:	Officers' comments
	Living rural for more than two years, changes in the way I use transport networks are nearly impossible. I rely on my private transport. The recently updated Southlink bus service operates 3 days a week only with a timetable that doesn't fit with my working hours. You need to find ways and provide services that attracts the people of Taranaki to think twice if it's really necessary to use their own vehicle.	Comments noted and agreed. The current bus services are at the end of a 9-year contract and as such have largely been unchanged for many years. In preparation for new contract(s) a single stage business case (SSBC) is currently being prepared to present a case for investment to NZTA for improved public transport services and infrastructure in Taranaki. The SSBC is built on the information gained through recent public consultations. Funding permitting, the aspiration is to have a public transport system that connects people to where they want to go and will become the preferred mode of choice within the Taranaki region.

Submission 56: Sharon Bevins

Submitter's comments and requests		Officers' response and recommendations
56.1	Comments on vision	Officers' comments
	Include 'sustainable' as it is vital that the transport system is fit for the future. "Enhancing liveable places" infers that the focus is on liveable places rather than making places more liveable.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
56.2	Comments on targets	Officers' comments

	<p>What is the quantum of the target for mode shift? "more" is insufficient as a target.</p> <p>Less travel disruption for road traffic doesn't seem important enough to be a target, substitute with target for freight by rail, lift the 4% (p 17) to say 10%.</p>	<p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p>
56.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further work on the New Plymouth Integrated Transport Framework 3. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 4. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 5. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 	<p>Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>
56.4	Comments on priorities	Officers' comments
	<p>This step change in public bus services should be "A step change in public transport services." This should include exploring passenger rail.</p> <p>Cycling infrastructure is missing in 5.2 (p 61 & 62), New Plymouth is way behind other areas. Cycleways as well as better public transport are needed to achieve decent mode shift changes.</p>	<p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p>
56.5	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	<p>The focus in the above statement is on roads. I would accept the economic and social impacts of making our transport networks resilient and sustainable if the priorities make sense, eg rail should be part of the resilience strategy for the impacts of climate change. Sustainability requires a good public transport system and active transport infrastructure for net zero goals. Rail has a low carbon footprint and gives another option in the event of disasters. Agree with measure under Objective 5 - Resilient and responsive (p 48) "Support on RTC promoting the retention and maintenance of the SOL railway line to enable future opportunities to be realised"</p>	<p>Comments noted. Refer to response below.</p>
56.6	Comments on any other issue	Officers' comments
	<p>Re-opening the SOL line (rather than "promoting the retention and maintenance" on p 48) would also increase freight volumes and reduce trucks on roads as well as enable passenger rail north to be a possibility.</p>	<p>Comments noted.</p> <p>With regard to specific actions to better utilise rail in Taranaki, the Committee has very limited influence on</p>

<p>The plan says you will support and promote more use of freight, add in how this will happen.</p> <p>A3, P35 "Ensure a range of travel options, including alternatives to the private motor vehicle, are available to the region's residents, including the transport disadvantaged" Add in a feasibility study on passenger rail for the region. This could include a trial.</p> <p>Car alternatives need more funding and need to have higher priority, I am prepared to have poorer roads to do this.</p> <p>p 19 KiwiRail say "Any additional investments in the rail network in Taranaki will be driven by client demand." In the case of passenger rail, it's unrealistic to take this approach when there has been no service for decades. Rail is popular and demand would follow.</p>	<p>commercial decisions such as those made by KiwiRail. However the following two recommendations have been made in this regard, as specified elsewhere in this report:</p> <ul style="list-style-type: none"> • Consideration of how the Committee can strengthen their advocacy/involvement in this area should be explored. • An additional measure under the Accessible objective to advocate for a feasibility study of passenger rail.
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Submission 57: Andrew Credland

Submitter's comments and requests		Officers' response and recommendations
57.1	<p>Comments on vision</p> <p>I think it is an essential strategy to help reduce emissions, improve health and well-being with associated cost savings as well as making the region more attractive to visitors or investors.</p>	<p>Officers' comments</p> <p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p>
57.2	<p>Comments on targets</p> <p>Road deaths and serious injuries are tolerated to an unacceptably high degree because most people are unaffected and they have become normalized in society. A reduction will encourage more people to cycle because they feel safer, cyclists then in turn are generally more aware of other cyclists when driving.</p> <p>The more people that start to use public transport the more cost effective it becomes as a greater patronage will drive slowly improvements to services in terms of frequency and destinations.</p>	<p>Officers' comments</p> <p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p>
57.3	<p>Order of priorities</p> <ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further work on the New Plymouth Integrated Transport Framework 3. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 	<p>Officers' comments</p> <p>Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been</p>

	<p>4. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood</p> <p>5. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera</p>	<p>collated, to provide a summary of views provided during the consultation process.</p>
<p>57.4</p>	<p>Comments on priorities</p> <p>All of these priorities are aimed at road vehicle traffic, there are no references to creating cycleways and developing the railway network with New Plymouth to Whanganui/Palmerston North services (although I accept some of these may be with the New Plymouth framework).</p>	<p>Officers' comments</p> <p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p>
<p>57.6</p>	<p>Comments on the future sustainability and resilience of our transport networks</p> <p>Heavy goods vehicles have a greater impact on resilience of the road network than small private vehicles and the plan does not attempt to reduce the number of these using our roads by moving goods to rail. Reducing speed limits is a good way of reducing the impact of heavy vehicles on the existing infrastructure; there is a huge difference in the moving forces and subsequent wear or damage to roads between 80 kmph and 90 kmph. Local speed restrictions should employed at known weak spots such as bridges, poor soil/ground composition or vulnerability to slips.</p>	<p>Officers' comments</p> <p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p>
<p>57.6</p>	<p>Comments on any other issue</p> <p>Why isn't the residential phase of the South Taranaki Business Park being developed first when there is a housing shortage (also the website for this project does not show its exact location in relation to SH3 and Hāwera).</p>	<p>Officers' comments</p> <p>Out of scope.</p> <p>STDC response:</p> <p>The development of the South Taranaki Business Park is led by STDC. Our feasibility study showed that area is the best location for a business park and that there was a shortage of suitably zoned land and infrastructure in the district. The Council does not own any of the land in the area and is working alongside active business and residential developers.</p> <p>The residential development adjacent to the Business Park is led by a local developer and is a separate project to the Business Park. Work is underway on the residential subdivision and the Business Park</p>

		<p>development is a primary reason why the residential subdivision emerged.</p> <p>Please note there are other residential subdivisions happening now in South Taranaki, eg on Turuturu Rd, Rata St, Ohangai Rd and Manawapou Rd. Residential property developments are business decisions by local developers.</p>
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Submission 58: Climate Justice Taranaki

Submitter's comments and requests		Officers' response and recommendations
58.1	Comments on vision	Officers' comments
	<p>Climate Justice Taranaki - a community group committed to justice, action and true solutions to climate change - thinks the proposed vision in the Draft Regional Land Transport Plan 2024 fails to capture the urgency in relation to the need to decarbonise our transport systems. A thirty-year vision needs to address the climate crisis and articulate a future that focuses on a zero-carbon and collective approach for our region. According to the Ministry for the Environment, "[t]ransport is one of our largest sources of greenhouse gas emissions and is responsible for 17 per cent of Aotearoa New Zealand's gross emissions." In our document "Toitū Taranaki 2030 - A Community Powered Strategy for a Fast and Just Carbon Neutral Transition" (available on our website: https://climatejusticetaranaki.files.wordpress.com/2021/05/toitu-taranaki-2030-just-transition-community-strategy-apr21-web.pdf), we developed various plans to achieve a carbon neutral transition within a very short timeframe and encourage you to look over our aspirations for transport.</p> <p>Suggested vision: A resilient and connected region that champions an accessible carbon neutral transport network that strengthens communities and forms a cornerstone of our rohe's circular economy</p>	<p>Officers note submitter's comments and supports the assertion that action and solutions to climate change are needed. Within the current vision, the response to climate change is contained within the concept of resilience and therefore an update to the vision is not necessary.</p> <p>However, further expansion to the description of resilient is warranted to reflect the opportunity to support change to decarbonise our transport systems as a means to better mitigate climate change effects.</p>
58.2	Comments on targets	Officers' comments
	<p>We think the suggested targets are completely inadequate.</p> <p>1. There isn't anything in the Draft Plan as to how the 40% reduction in deaths and serious injury can be achieved. Page 33 of the Draft Plan lacks substance and the monitoring framework (section 7) does not describe how this particular target - which one can only support of course - can be achieved. If this is simply a matter of adopting the</p>	<p>Comments noted. These objectives and targets are implemented through the policies and measures contained in section 3.4. It is not considered necessary to reiterate measures again under the targets.</p> <p>In relation to the first target the most relevant objective is objective 3 and related policies and measures. It is</p>

	<p>government’s target from within the “Road to Zero: National Road Safety Strategy 2020- 2030”, then it is unclear what the TRC contribution is to achieving that goal.</p> <p>We suggest that the TRC keeps the target but articulates how it will work collaboratively with other councils, iwi and central government to reduce fatalities on the roads. TRC needs to contribute to that target through the establishment (ie FUNDING) of a frequent public transport network that reduces private vehicle use to a bare minimum leading to a significant reduction in traffic and traffic accidents. Lowering speed limits would also reduce the risks of fatality and severe injuries while creating the co-benefit of cutting greenhouse gas emissions. https://www.transport.govt.nz/assets/Uploads/Presentation/Speed-Reference-Group-data-pack.pdf</p> <p>2. We strongly disagree that there is no actual target for the mode-shift goal. We read your footnote on the matter (“While assigning percentage changes were considered for each of these headline targets, it was decided that the trend over time was of more importance than a potentially arbitrary percentage change.”) and cannot figure out your rationale for not wanting to establish an actual target for mode shift. Mode shift can happen when the community has something to shift to. District councils are responsible for providing safe options for cycling and walking.</p> <p>TRC needs to fund a frequent and integrated public transport network. Without the system, there is no shift. We think the target needs to revolve around increasing the budget to provide PT as well as a target for an increase in passenger numbers. The 10-year financial forecast (6.3.) for PT provides \$6.7 million in 2024/25 increasing to \$12.8 million in 2033/34. We have argued for a long time that the PT network lacks significant funding. It is encouraging to see the increase from \$6.7 million in 2024/25 to \$10.3 million the following year. This will allow for a significant increase in frequency, routes and weekend and evening services. However, it is disappointing to see that this increase is not carried forward in subsequent years with the annual increase not even meeting the forecast for inflation. Given the inadequate state of our region’s public transport network, we believe that the increase from 24/25 to 25/26 needs to be maintained. This would create an annual budget of \$38,840,000 by 2033/34 which could lay the foundation for a decarbonised transport network.</p> <p>3. Once again, we question the use of this target with no actual KPIs to measure it. It is not clear what the ‘key routes’ are and the baseline associated with the reduction target. Furthermore, it is disingenuous to simply hope for a reduction in weather-related events (fuelled by climate change) without actually addressing the climate crisis by doing everything you can do to bring down emissions.</p> <p>Overall, we think that the suggested targets do not align with Objective 6 of being ‘Environmentally sustainable’. The Council has so far failed to live up to this objective and the Draft Regional Land Transport Plan 2024 does not suggest that this is changing anytime soon, unfortunately.</p>	<p>noted that within these measures the safety benefit of public transport is not explicitly clear. It is recommended that this is included as a measure. With regard to funding, investment in PT is priority 1 within the RLTP.</p> <p>In relation to comments around target 2 – this is noted and further clarity and direction is recommended to be added to the mode shift goal to better drive the provisions contained in section 3.4 as noted in the themes summary earlier in the report.</p> <p>Commentary on PT investment is noted. The investment for PT is three times the current spend which TRC believes will enable substantial improvement and shows a significant investment. Any increase in future PT funding is dependent on the programmes of central Government, and future long-term plan rounds.</p>
58.3	Order of priorities	Officers’ comments

	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further work on the New Plymouth Integrated Transport Framework 3. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 4. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 	<p>Submitter’s preferred ranking noted. Refer to Table 1 where submitters’ individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>
<p>58.4</p>	<p>Comments on priorities</p> <ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. New Plymouth Integrated Transport Framework 3. Everything else on your list. <p>The step change needs to happen before October 2025. We are currently seeing a significant uptake in PT and an increase in patronage across Aotearoa. This presents a huge opportunity to implement a step change this year and then, as discussed above, follow it up with a budget expansion annually to bring PT alive in Taranaki. A few tweaks here and there are not a step-change. We need serious investment to create a frequent and integrated public transport network across the region, connecting both rural and urban communities.</p>	<p>Officers’ comments</p> <p>Comments noted. No change recommended, the timing of the proposed step change aligns with current contractual services and the details of the step change are currently subject to the Single Stage Business Case under development. These details are out of scope for the RLTP.</p>
<p>58.5</p>	<p>Comments on the future sustainability and resilience of our transport networks</p> <p>We have made many suggestions in “Toitū Taranaki 2030 - A Community Powered Strategy for a Fast and Just Carbon Neutral Transition” around how we can decarbonise our transport system while still connecting whānau and communities.</p> <p>In order to reduce transport related greenhouse gas emissions the top priorities should be to:</p> <ul style="list-style-type: none"> ● promote localised activity, goods production and responsible transportation, ● phase out importing and exporting of goods that are available in Aotearoa already and/or non-essential, and limit non-essential international travel, ● provide and promote frequent, well connected and free public transport (or at least cheaper than multiple people driving private vehicles or flying), ● restore rail transport for freight and passengers and electrify the rail system, ● Reduce road speed limit from 100 km/hr to 80-90 km/hr, for savings in fuel, reduced emissions and reductions in accidents 	<p>Officers’ comments</p> <p>Comments noted. Many of the points raised by the submitter are out of the scope of the RLTP, such as directing the phasing out fossil fuels, restrictions on international travel and commercial decisions by rail providers (KiwiRail). Further many of the details relating to the provision of PT are outside the scope of the RLTP, but can be considered by TRC and as such will be forwarded to TRC PT operations team for consideration in the Single Stage Business Case development. Note that an electric bus trial is currently underway in New Plymouth.</p> <p>However, a number of points raised are addressed by the RLTP through objectives and the associated policies and measures - such as the promotion of safe active modes</p>

- ban fossil-fuel vehicle imports urgently,
- ban/restrict advertising of fossil fuel vehicles (similar to cigarettes),
- phase out private vehicle ownership and increase vehicle sharing through support,
- increase active modes of transport such as walking and cycling, in particular extending cycle lanes across the region on all commuter routes,
- increase access to electric and pedal-powered vehicles,
- make online communication easier and fossil-fuel free.

The 2020 Covid-19 lockdown gave communities the opportunity to reclaim neighbourhood streets for safe recreation. This was a useful model of how to continue operating essential services with limited transportation while people learn to work from home, reduce shopping trips, grow their own food and exercise locally. It increased understanding of the near forgotten risk of disease spreading from excessive international travel. For decades, emissions from international travel have been excluded from climate agreements and 'free trade' deals have increased imports and exports, bringing flight prices down and increasing GHGs. This Covid-19 disaster, and previous ones such as 9/11 show that reducing international and inter-regional travel massively reduces GHGs in the atmosphere. We need to make long term societal shifts now that encourage living locally and supporting local produce and services. Frivolous international travel like shopping weekends in Sydney need to be a shunned thing of the past.

Aotearoa is a country of many proud car owners with the second highest private car ownership in the world. In just a few generations 'car culture' has shifted to one of individualists putting their own needs and convenience or fear of dealing with others first. What began as a symbol of freedom, fun and security turned into something that is denying those very things for our own children and those in poorer countries. Car culture needs to stop. One aspect of this is the increasing rush to get from point A to B. This has multiple negative issues, from road rage to excessive fuel use, to increased risk of accidents. One measure that will help to address these problems is a reduction in speed limit, as for example from 100 km/hr to 80-90 km/hr on the open road. This will benefit both internal combustion vehicles and EVs, the former through less fuel consumption and emissions, the latter through more efficient battery use. It will also help to reduce accidents and our tragic road toll and encourage more people into public transport. Aotearoa did adopt this strategy during the 'oil shock' period, and surely our current situation is far more dire.

Several countries have started banning fossil-fuel vehicles and we need to do the same. We also need to find ways to gradually reduce private vehicle ownership either through taxes, parking fees or social pressure as has been done with smoking over the years by campaigning, advertising bans and creating car-free areas.

Electric vehicles should be left for those performing essential services and for car shares and public transport. It is not possible for everyone, or even half of us to switch to an electric car as there is not enough platinum (an

(objectives 4 and 6); speed reduction (objective 3); promoting localised movement networks and land use planning (objective 1) and encouraging zero-carbon transport alternatives (objective 6). No updates to the RLTP are considered necessary.

essential EV component) in the world and it depletes when used in an EV engine. Electric buses are already operating in several cities including Wellington and Auckland with electric trams being around for many decades.

Municipalities across many countries of the world offer free public transport with much success, some for several decades. It is offered in various ways such as to under 19 year olds or to senior citizens, women, those who can't afford to pay or to the public more generally. Luxembourg is the first country to offer free public transport as of 2020. Free public transport could be introduced in stages such as on weekends and holidays or just in CBDs, gradually shifting to all days and all regions. The gross amounts of funding normally spent on new roads should be redirected to cover these costs as well as paying decent wages to transportation staff and providing them with good facilities, increasing and improving transport routes and services, providing easy access for all people, and for masses of promotion to help change the car culture in this country. At the very least public transport should cost less to take a whanau on the bus or train than to take a private petrol car.

We need to upgrade and expand railway line networks, infrastructure and electrify rail to encourage a shift to renewable energy and get people out of cars. This would also support getting freight off roads and greatly reduce roading maintenance costs and traffic accidents. When looking at the government's 2020 Green Freight Strategy, it seems clear that hydrogen is an inefficient choice and that electric vehicles using renewable energy are the best option followed by full biofuel vehicles where EVs are not possible. However, as costs to replace diesel trucks is a significant barrier, support for wider uptake of biofuels in existing vehicles and sustainable production of advanced biofuels that do not require blending could be helpful, in addition to getting long-haul freight onto electric rail and using a mix of small to medium EV trucks. Incentives to encourage early adopters is advised. Ideally we should stop shifting freight around when local products are readily available. It's unclear how to make this happen on a domestic level other than socialising the idea as a moral choice.

We quickly saw during the Covid lockdown how people started getting back on bikes when there were less cars on the road because they felt it was safe to do so again. At present, many of our cities and rural areas are not designed for safe active transport. If more people were able to walk, cycle or skate safely, there would be a decline in vehicles on the road and increased fitness and wellbeing reducing demand on health services. Being outside is also an essential part of reconnecting with nature and community, helping us to care for the planet and each other. This has decreased so much in recent decades with our increasingly sedentary indoor lifestyles. There are countless ways to promote active transport such as increasing cycle lanes and restricting vehicles on roads.

Shifting more of the country's vehicles to electric vehicles, whether individually owned or shared, will take time and needs support by way of banning petrol and diesel imports, fast-tracking and supercharging the "feebate" scheme to make it easier for New Zealanders to purchase electric cars, increasing charging stations across the country, and increasing support for home and work-based solar PVs with EV charge ability. Access to larger EVs that can accommodate larger families and groups needs financial support to assist poorer families. Several EV car-share companies have sprouted up in cities like Auckland and Christchurch, with support from the Energy Efficiency and

	<p>Conservation Authority (EECA). Expansion of such car-share models will significantly reduce vehicle ownership, lessening our overall environmental footprint. Cargo bikes and larger pedal-powered EVs and even buses are starting to come on the market in many parts of the world. We surely have enough engineers in Taranaki to make our own.</p>	
<p>58.6</p>	<p>Comments on any other issue</p> <p>We appreciate the opportunity to submit on the proposed plan. While we may fiercely disagree with some of the Council's approaches, we do so based on our passion for te taiao, for community well-being, for a just future for all. Our comments are not an attack on the authors of the plan or on those who support it. Instead, we wish that our comments are understood as a contribution to a wider discussion around the urgent need for paradigm shifts that need to occur in all spheres of our lives: socially, politically and economically. We can no longer accept 'business as usual'. This approach has led us to the brink of the anthropocene extinction, referred to as the sixth mass extinction - a human-made environmental catastrophe. While we all know that catastrophizing can take us down a dark path of depression, anxiety and inertia, we cannot be complacent. The science is clear: act now or it is too late.</p>	<p>Officers' comments</p> <p>Comments noted</p>

Submission 59: Jean McArthur

Submitter's comments and requests		Officers' response and recommendations
59.1	Comments on vision	Officers' comments
	Agree with this vision. I do think that the 'safe transport system' needs to be further broken down to specify public transport, private vehicles, active transport as well as heavy vehicles. Otherwise it becomes too easy to lose the focus on public and active transport.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
59.2	Comments on targets	Officers' comments
	These are good, desirable targets. 'Increasing mode shift' should specify that this target be included in all planning decisions for residential, retail and work places.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
59.3	Comments on priorities	Officers' comments
	The step-change in public bus services needs to specify the desire for increased services/routes and increased frequency to make using the bus more viable and attractive as highlighted in previous submissions. (We can't assume that step-change means change for the better, it could also mean reductions in services.) I would also like active travel be specified.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
59.4	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	I agree we have to be realistic. For me, a realistic future means much more than economic considerations. It is imperative that future plans include social and climate considerations as well as economic considerations.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.

Submission 60: Suraya Sidhu Singh

Submitter's comments and requests		Officers' response and recommendations
60.1	Comments on vision	Officers' comments
	<p>It's good but I'm unclear what "liveable places" means -- when I look up "liveable" in the dictionary it seems to mean either mean a good quality of life, or just bearable... so I'm not sure it's a good word to use here. Also, accessibility and sustainability are missing. I think I'd prefer something like, "A vibrant, resilient and connected region, with safe, sustainable and accessible transport options that improve residents' quality of life."</p>	<p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.</p>
60.2	Comments on targets	Officers' comments
	<p>If your target is not specific and measurable, it is not a target, and this is a concern with 2 and 3. I was alarmed to read in the plan that officers considered having a specific and measurable target for mode shift, and then decided it was better if things were simply, going in the right direction. There is a reason why it is continually emphasised in all roles that targets must always be specific and measurable -- if they're not, things usually won't go in the right direction. I recommend looking at the levels of increases in walking, cycling and public transport use that have resulted from "step changes" made in Whanganui, Nelson and Queenstown, and also M Keall's studies on the impact of improvements made in New Plymouth district to set an appropriate mode shift target for the future.</p> <p>I'm not sure about (target 3) aiming for less travel disruption for road traffic, because travel disruption is often the result of making necessary and desirable improvements that improve safety (target 1) and increase mode shift (target 2) -- not to mention all the improvements that will need to be made as climate adaptations and to replace aging water infrastructure. So perhaps target (3) would fight against what you're trying to do with targets 1 and 2, and other more crucial goals.</p>	<p>Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report. A measurable target is being recommended for mode shift.</p>
60.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further work on the New Plymouth Integrated Transport Framework 3. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 4. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 5. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 	<p>Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>

60.4	Comments on priorities	Officers' comments
	A step-change in public transport is so overdue in Taranaki. It is used by people with the greatest need, so that's where we should be concentrating investment to raise quality of life for everyone.	Noted and agreed.
60.5	Comments on the future sustainability and resilience of our transport networks	Officers' comments
	Partly agree, partly this statement seems to exaggerate. Yes, we must invest more than we have historically in infrastructure, both to keep up with climate changes and to ensure we invest today in what will save us money long-term. But saying we must make "profound changes in the way we all use transport networks in our daily lives, at home and at work" seems to me exaggerated. The change we need to see from individuals is small and for most, relatively easily achieved. For example, the Climate Change Commission recommends we reduce VKMs by 20% by 2035... that is one in five journeys currently done by motor vehicle changing to another mode or not happening eg because of working-from-home or trip-chaining. That is not "profound" change, nor would "all" people have to make it -- small reductions in journeys by heavy goods vehicles through greater use of rail and coastal shipping are worth a lot more emissions-reduction than whole cities full of families making small changes.	Comments noted. Helping people to navigate behaviour change is a challenge not just for TRC. TRC support changing the way we all use transport networks and is striving for substantial change that is sustained over time.
60.5	Comments on any other issue	Officers' comments
	On the whole, I recognise there is a change in strategy from roads-first thinking to multi-modal thinking. It's great to see the council propose that a step-change in public transport should be a top priority. This is brave and bold, and although perhaps many drivers don't realise, investment in public transport will create the widest possible benefits for all road users. People may have to see this in practice before they understand.	Comments and support noted.

Submission 61: Taranaki AA

Submitter's comments and requests		Officers' response and recommendations
61.1	Background comments	Officers' comments
	<p><i>Introductory comments to the New Zealand Automobile Association Taranaki District Council (AA) and its membership.</i></p> <p>The AA congratulates the RTC and staff on a well presented and informative RLTP that will serve the region's transport needs well over the period of the Plan. The AA in general supports the RLTP and wishes to comment on some particular elements which are set out in this submission.</p> <p>It is acknowledged that this plan has been developed before the new GPS issued by the government but we are pleased to note that although it is primarily for the next 3-10 years there is recognition of the longer 30 year timeframe is required to support the vision: "A vibrant, resilient, and connected region, with a safe transport system enhancing liveable spaces"</p>	Comments and support noted.
61.2	Comments on the Foreword	Officers' comments
	<p>Page I – "The Plan's role is to set out Taranaki's strategic direction, priorities and proposed land transport activities for the next 3 years (1 July 2024 to 30 June 2027). It also enables approved organisations to bid for national funding for land transport activities in the Taranaki region from the National Land Transport Fund."</p> <p>The AA generally supports the current 3 year programme but would also support a detailed reviewable 20-year programme of priorities/work programmes. This would then support the vision.</p>	Noted. The content requirements of the Plan are set by the Land Transport Management Act 2003, with the funding requests detailed for three years to align with three-yearly funding cycles for the National Land Transport Programme. A range of changes to the existing transport planning and funding system are being sought, including longer timeframes for these processes.
	<p>Page ii - Better explaining why road maintenance costs are so high, especially in Taranaki (e.g. the huge number of rivers/streams which need bridges/culverts), and noting that existing funding models are not fit for purpose.</p> <p>AA agrees that this indicates that due to the Taranaki Ring Plains unique topography, there is a need for funding recognition.</p>	Comments noted.

	<p>Page ii - Increased need for greater maintenance to ensure reliable connectivity, including building back better wherever possible – not the traditional replacing of like with like as it will not meet the increased demands of a changing climate.</p> <p>We agree but this should not just focus on climate changes but also needs to link to increased traffic density and intermodal tension.</p>	Comments noted.
61.3	Comments on the sections 1 to 4 (background, scene setting and strategic framework)	Officers' comments
	<p>Page 1 - Sets out the region's land transport objectives, policies and measures for at least 10 financial years</p> <p>As previously stated we would support a much longer timeframe than 10 years due to the nature of infrastructure life-cycles.</p>	Noted. The ten-year specification is from the Land Transport Management Act 2003, and requesting details for longer periods from Approved Organisations would require legislative change.
	<p>Page 3, section 1.4 - While transport facilities may well facilitate recreational travelling as well, that is not their primary function.</p> <p>While Transport facilities may primarily be for commuting and goods, recreation and tourism are legitimate uses. The safety and convenience of all legal users needs to be taken into account.</p>	Comments noted and agreed. This statement is a reflection of a key role for the Plan being to seek funding from the National Land Transport Fund which is focused on supporting transport movements rather than recreation.
	<p>[Page 3, states that] Section 5 of the Plan lists the activities for which funding support is sought from the LTFund. The listed activities are grouped in two broad categories:</p> <ul style="list-style-type: none"> • Routine maintenance and minor improvement activities on roads existing passenger transport services, which are automatically included in this Plan. • Other activities, including capital improvement projects, which are considered to be of regional significance and have therefore been individually reviewed and prioritised within this Plan. These priorities are used to influence what activities can be implemented with the funding available and when they are likely to be implemented. <p>As noted most of the 3 year plan is in progress and so needs to have the execution completed. In general the topics in the section are supported noting the priorities still need to be assigned and we welcome the opportunity for individual feedback during detailed consultation.</p>	Comments noted.
	<p>P6 says - There are over 1,000 bridges on the region's roading network, which equates to having a bridge about every 4 kilometres.</p>	Comments and offer noted.

	<p>With the ring plain nature of the topography from the mountain this appears to be a very significant issue in the next 20 years and the AA would be available to assist in reviewing and supporting any applications for specific/special funding.</p>	
	<p>P8 says - increasing numbers of heavy vehicles servicing the primary industry sector. There are also significant impacts on the land transport network during times of heavy stock movement or peak milk flow.</p> <p>The AA notes that there have been multiple larger vehicles allowed on the roads for example just-in-time deliveries for the likes of supermarkets.</p>	<p>Comment noted.</p>
	<p>P9 says - Logging trucks cart logs from the King Country, the Taranaki eastern hill country, and Whanganui region. The majority travel to Port Taranaki in New Plymouth, While a large proportion of these are moved via road, there remains potential for far greater movement of logs via rail from out of the region to Port Taranaki</p> <p>While the infrastructure should be built and maintained for all economic activities the AA supports the idea of moving freight by different modes. E.g. logs on rail.</p>	<p>Comment and support noted.</p>
	<p>P19 says - KiwiRail have been investigating establishing a rail hub at Waverley in South Taranaki,</p> <p>Due to this statement should the establishment of a rail hub be given status in the RLTP?</p>	<p>No 'status' other than advocacy is able to be given to a project that has not been proposed for funding with in the Plan. Recommendations for elevating the level of advocacy/involvement with KiwiRail are included in the Plan.</p>
	<p>P24 says - Cyclists and pedestrians are vulnerable road users who would most benefit from appropriately designed shared pathways to enable them to use a transport corridor alongside other transport modes without safety concerns (perceived or real) – be they motorists, motorcyclists, pedestrians, cyclists, horse-riders or another mode</p> <p>To date the significant changes required in NPDC are greater than any budget provision. It needs to be recognised that safe sharing addressing the needs of vulnerable users needs to be addressed.</p>	<p>Comments noted.</p>
	<p>P26 says - in Taranaki, this means developing a coordinated approach with the Horizons Regional Council and Waikato Regional Council, as well as other seaboard regions for coastal matters.</p> <p>This appears to be stating what already is or should be happening so is supported</p>	<p>Supported noted.</p>

	<p>P27 says - State Highway 3 North — to the north of the region i.e. from Mount Messenger (Taranaki region) to Pio Pio (Waikato region) and beyond</p> <p>The priority inter-regional issue for the Taranaki region is the future route efficiency, safety and reliability of State Highway 3 travelling north over Mt Messenger, through the Awakino Gorge to Te Kuiti, Hamilton and beyond. Although located largely outside the Taranaki region, this section of the state highway network has a history of road closures due to its surrounding topography and limited access points. Vehicle crashes, and the increase of severe weather events, mean the corridor is vulnerable to closure.</p> <p>The issues into and out of Taranaki are well documented and we believe that SH45 should be included as part of this assessment as it is an integral alternative local link if anything happens to the 3A or state highway 3 New Plymouth to Hāwera.</p>	<p>Comments noted.</p> <p>Consider whether additional notation about SH45 should be provided in section 2.5.</p>
	<p>P43-45 [42] says - RCAs identifying and addressing potential or actual risks to vulnerable road users due to heavy traffic, speed differential, or road layout or design – including by reallocation of road space.</p> <p>The AA supports this philosophically and would welcome participation in any detailed projects. Although there is a different consultation paper soon to be released on specific bus items the Taranaki demographic of higher proportions of youth and elderly require alternative modes to be considered. As an organisation the New Zealand Automobile Association is concerned with peoples’ access to mobility as restricting peoples’ ability to travel freely has serious social and economic consequences.</p> <p>The Taranaki AA Council has lobbied consistently for improved public transport services within the province since 2012 and welcomed the introduction of the Ōpunake, Hāwera, New Plymouth daily Connector service in 2014. However the lack of a public transport service to some of the province’s high deprivation, isolated communities in South Taranaki remains a concern.</p> <p>Extending the current twice weekly service to a daily Waverley to Hāwera service connecting with Hāwera to New Plymouth Connector Service is the obvious next step in the development of a viable public transport service for the people of South Taranaki.</p>	<p>Comments regarding vulnerable road users and offer of support noted.</p> <p>Comments regarding PT and alternative modes noted.</p> <p>As outlined in the Plan, most specifically on page 23, improving PT throughout the region is a high priority, with the details being determined through related work streams which are well underway. Details are outside the scope of this Plan. It is noted that a range of minor PT improvements are already underway such as a Waitara Express service starting on 20 May 2024.</p> <p>Additionally, the Better Travel Choices Strategy work underway seeks to improve active mode options and utilisation.</p>
<p>61.4</p>	<p>Climate change</p>	<p>Officers’ comments</p>
	<p>AA support the priorities to reduce transport emissions and transform towards an environmentally sustainable, low carbon transport system. This is consistent with the AA approach to help drivers reduce their transport emissions</p>	<p>Support for reducing transport emissions noted.</p>
<p>61.5</p>	<p>Resilience</p>	<p>Officers’ comments</p>

	<p>AA supports the RLTP priorities for resilience of maintaining the transport system, ensuring community access and building regional resilience.</p> <p>The AA submits that maintaining the current transport system is a key priority. Our roads carry the overwhelming proportion of travel by all modes on our land transport network and failure to maintain and operate them effectively and efficiently can result in adverse impacts for the communities, cities and regions they connect. This fundamental premise of the road network always being required will not change.</p> <p>Road surface quality has been the top concern of our AA members across all the transport surveys we have conducted over the past five years and our members levels of dissatisfaction has continued to grow. The general public has become equally concerned about the state of our roads as the deterioration has become more visible over the past two years. As the core problem is the decline in the quality of our road surfaces, resolving this is primarily about renewals work – re-surfacing roads and replacing road foundations.</p> <p>In the AA’s view, elevating road maintenance and renewals to strategic importance and providing a commensurate amount of ongoing funding for it is essential. There is a pressing and growing need to catch-up on the backlog of deferred work, to start to turnaround the unacceptable state of our road networks and respond to very strong public sentiment that this problem needs to be fixed. It is not good practice to defer maintenance costs to future generations. There needs to be a recognition of the value that good maintenance can deliver in terms of broader outcomes in particular environmental and social well-being and reducing the long term whole of life cost and safety.</p> <p>We consider that maintenance of the transport network could be made clearer up front in the RLTP by specifying that maintaining and operating the transport system is the overarching priority for the draft RLTP 2024.</p> <p>Building regional network resilience is also a very important matter for the Taranaki region. Improving the resilience of our road network needs to become an urgent ongoing priority and AA is pleased to see this recognised as a priority in the RLTP</p>	<p>Comments regarding road maintenance and resilience are noted.</p> <p>Consider whether the importance of maintaining and operating the transport system needs to be more prominently articulated in the Plan.</p>
<p>61.4</p>	<p>Accessibility / Transport options</p> <p>The AA support the priorities for accessibility and transport options recognising the demographics and thus different transport and accessibility needs across the region.</p>	<p>Officers’ comments</p> <p>Support noted.</p>
<p>61.5</p>	<p>Concluding comments</p> <p>We again congratulate the RTC and staff for preparing a robust RLTP in the face of changing Government priorities and prior to the new Coalition Government GPS on Land Transport.</p>	<p>Officers’ comments</p> <p>Comments noted.</p>

We look forward to seeing the finalised RLTP following the release of the new GPS and that regionally important topics/issues can be addressed through appropriate funding allocations.

Submission 62: Emily Bailey

Submitter's comments and requests		Officers' response and recommendations
62.1	Comments on vision	Officers' comments
	This says nothing about sustainability, emissions reductions nor social equity. The national outcomes should be followed. I would change it to: A vibrant, resilient and inclusive region connected by a safe, affordable, accessible and carbon-neutral transport system	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
62.2	Comments on targets	Officers' comments
	I think we can do better eg.: 1. Safe transportation - risk assessment and improvements made to seriously minimise death and serious injury, in line with the Road To Zero National Road Safety Strategy 2. Supporting sustainable transportation - assist a major increase in use of active and shared transport by making it accessible, affordable, safe and enjoyable 3. Improving reliable connectivity - reducing travel disruption by regularly maintaining transport routes, reducing speed limits and supporting public transport carriers	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
62.3	Order of priorities	Officers' comments
	1. A step-change in public bus services from October 2025 2. Further work on the New Plymouth Integrated Transport Framework 3. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 4. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
62.4	Comments on priorities	Officers' comments

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	<p>If you get more people using public and active transport then the roads will need less maintenance and safety work and you won't need to expect increased traffic volumes</p>	<p>Noted and agreed.</p>
<p>62.5</p>	<p>Comments on the future sustainability and resilience of our transport networks</p> <p>Yes I agree. I'm happy to pay my fair share but private and commercial vehicle users -especially those in large, heavy vehicles eg. SUVs, campers, trucks and tractors - should pay more as they do more damage to roads, and those who can afford to pay more should do so. Large ships should be assessed and restricted as to how they dispose of waste and how much fuel they burn. All vehicles, particularly aeroplanes, should pay a rate depending on their carbon emissions, which can be paid into a regional native reforestation scheme.</p> <p>Please ensure inter-regional public transport connects efficiently with local public transport. The current connections are terrible. Local public transport should also be available in evenings, weekends and on public holidays.</p> <p>If less vehicles are on the roads and their speeds are reduced, we won't even need all the expensive safety improvements required for safe public and active transport.</p> <p>Please also start swapping out all buses to electric buses or at least hybrids. If Palmerston North can do it, so can we.</p> <p>Enable all public buses to carry bikes and wheelchairs, including rural buses.</p>	<p>Officers' comments</p> <p>Noted. Improving PT throughout the region is a key priority, with the details being determined through this plan and related work streams which are well underway.</p>
<p>62.6</p>	<p>Comments on any other issue</p> <p>The climate resilience question is important especially when it comes to health care, special services, food and power which are currently focussed on New Plymouth and Te Hāwera. Decentralising emergency services and resources is crucial to community resilience. Helicopters and boats can only do so much if several coastal bridges collapse at once.</p> <p>As for placing environmental sustainability (Pg 50 Draft RLTP 2024) as Objective 6, I would simply remind council that if we have a poor environment we will have a poor economy. Environmental sustainability should always be objective 1. This goes the same with Investment Priorities on Pg 52. If we shift people out of vehicles and reduce speeds while encouraging local and sustainable micro-economies in rural areas then we automatically improve safety and quality of life without disruptive and expensive roadworks.</p>	<p>Officers' comments</p> <p>Comments noted. The six objectives are not ranked, with the numbering used simply for ease of reference. Recommend that this equal weighting is made explicit on page 32 of the Plan.</p> <p>The same is true of the transport investment priorities on page 52, though it is already noted that these are not in any order of priority.</p>

Submission 63: Toni-Anne McKerrow

Submitter's comments and requests		Officers' response and recommendations
63.1	Comments on vision	Officers' comments
	It's OK. Could have more emphasis on the environmental impacts.	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
63.2	Comments on targets	Officers' comments
	They are OK - why aren't they all measurable though?	Comments noted and collated with those by other submitters for themes analysis – refer to summary earlier in report.
63.3	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further work on the New Plymouth Integrated Transport Framework 3. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 4. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 5. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 	Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.
63.4	Comments on priorities	Officers' comments
	Let's focus on some quick wins - listen to public feedback on bus routes and make the changes asap, stop putting it off or overcomplicating it	It is noted that the current bus services are at the end of a 9-year contract and as such have largely been unchanged for many years. In preparation for new contract(s) a single stage business case (SSBC) is currently being prepared to present a case for investment to NZTA for improved public transport services and infrastructure in Taranaki. The SSBC is built on the information gained through recent public consultations. Funding permitting, the aspiration is to

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		have a public transport system that connects people to where they want to go and will become the preferred mode of choice within the Taranaki region.
63.5	Comments on the future sustainability and resilience of our transport networks:	Officers' comments
	I don't think significant funding is required to significantly improve the bus routes and increase patronage - many quick wins could be achieved by making adjustments within the existing budget	Comments noted. A range of minor PT improvements are already underway such as a Waitara Express service starting on 20 May 2024.
63.6	Comments on any other issue	Officers' comments
	Please stop overcomplicating the bus situation and listen to those knowledgeable. The elephant in the room is that the bus routes make no sense, aren't frequent enough, and aren't at the right times. Look at what other cities are doing and make the necessary changes asap. It's such a shame my family can't normal trips with the bus e.g our Saturday morning outing to swimming lessons, our daily commute to work/school, outings to visit family and friends in other suburbs, trip to the airport to catch a flight, trip to a CBD restaurant for dinner and back, to name a few of many examples.	Comments noted. As outlined in the Plan, most specifically on page 23, improving PT throughout the region is a high priority, with the details being determined through related work streams which are well underway. Details are outside the scope of this Plan.

Submission 64: Taranaki Regional Council

Submitter's comments and requests		Officers' response and recommendations
<p>Summary of submission: Council's submission on its own Plan to enable amendments be made to the draft Plan to address issues that have arisen since the draft was prepared for consultation.</p>		
64.1	Relief sought	Officers' comments
	<p>1. That Officers identify and make any consequential amendments to the draft Plan that are necessary to give effect to specific changes sought by submitters, and agreed by the Regional Transport Committee through this Plan consultation process.</p> <p>Reasons: The Council notes that in response to specific relief sought by (and granted to) other submitters, there are likely to be consequential amendments required to be made to other parts of the draft Plan. The relief sought recognises that the draft Plan should be read as a whole and that changes made to one part of the Plan can have implications for other parts of the Plan. It is not always possible to chart these consequential amendments in advance. The relief further recognises that submissions may overlap and that the most effective and efficient means of dealing with that situation may be to make an amendment in a form that is different to the submissions received.</p>	<p>Comments and request noted.</p> <p>Recommend that consequential changes be made to update the Plan as requested, with changes from the draft Plan tracked for consideration of the Committee.</p>
	<p>2. That Officers audit the draft Plan for internal consistency and readability after the consideration and incorporation of the matters contained in the other submissions received by the Council and that all necessary inconsequential amendments be made.</p> <p>Reasons: The Council notes that minor amendments may be necessary to ensure that the full effects of amendments made in response to matters contained in submissions are considered and that amendments are not simply made on an ad hoc basis. The relief includes making any minor editorial changes to improve the readability of the draft Plan (but not to change policy intent) or to correct minor typographical errors.</p>	<p>Comments and request noted.</p> <p>Recommend that minor changes be made as required to update the Plan as requested, with changes from the draft Plan tracked for consideration of the Committee.</p>
	<p>3. That all necessary changes to the programme and funding sections of the draft Plan are made by Officers to reflect the situation as it evolves prior to the next Regional Transport Committee meeting on 13 June 2024, including:</p> <ul style="list-style-type: none"> • Updates to the activities outlined in the programme component of the Plan as advised by contributing organisations. • Amending all affected Programme (Section 5) and Funding (Section 6) components of the Plan, along with related appendix tables, as advised by contributing organisations. 	<p>Comments and request noted.</p> <p>Recommend that changes be made as required to update the Plan as requested, with changes from the draft Plan tracked for consideration of the Committee.</p>

Reasons: As noted in the Foreword, Section 5 and Appendix II (pink box on page 81) of the Plan, the activities outlined in the programme component of the Plan are generally subject to change, particularly in regard to estimated costs and timings, as each organisation goes through processes refining their proposed activities — be they council long-term plan development, or the 10-year State Highway Investment Proposal (SHIP). Compounding funding constraints and increased costs being experienced by all organisations, and the significant shift in policy direction signalled by the new Government, have increased the likelihood of such changes.

It is noted that there were additional challenges involved in preparing this 2024 draft Plan for consultation. Most significant was the significant shift in national policy direction signalled by the new Government late in the preparation of the draft Plan. This included the absence of a revised draft Government Policy Statement on Land Transport 2024 (GPS 2024) while developing the draft Plan, with this not released by the Government until 4 March 2024 – while this draft Plan was finalised for release on 8 February 2024. Consequently, the Plan was of necessity developed under GPS 2021, and some adjustments may be necessary to ensure consistency across the documents.

The other key ramification of a late and very different draft GPS 2024 is that Waka Kotahi need to revise what activities they proposed on state highways to give effect to this changed GPS. This means that Taranaki (like other regions around the country), are in the position of having consulted on a draft document which is likely to require substantive change once more information is available from Waka Kotahi about their proposed activities. Given that regional land transport plans are the only statutory means through which such proposed state highway activities are publically consulted on, this approach is unsatisfactory.

4. That Section 2 [Strategic context – our region], Section 3 [Strategic framework] and Appendix II [Strategic context – the planning environment] of the draft Plan be updated with any appropriate minor and inconsequential amendments to improve the 'scene setting' information contained in the Plan and to better explain the Taranaki transport context.

Reasons: The previously noted difficulties from a late revised draft GPS 2024, and with a subsequent revision of proposed state highway activities still to come, have impacts on more than just the programme and funding components of the Plan. Both these factors have consequential impacts on the detailed level of review and information contained in these sections of the Plan. The amendments sought will be minor and will not affect the strategic framework and/or direction of the Plan. Rather they will seek to improve the 'scene setting' information contained in the Plan and to better explain the Taranaki transport context within the new national policy context.

Comments and request noted.

Recommend amending and updating the Plan as requested, with changes from the draft Plan tracked for consideration by the Committee.

Submission 65: Georgina Todd

Submitter's comments and requests		Officers' response and recommendations
65.1	Order of priorities	Officers' comments
	<ol style="list-style-type: none"> 1. A step-change in public bus services from October 2025 2. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera 3. Further work on the New Plymouth Integrated Transport Framework 4. The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due 5. Building two new commercial vehicle regional safety centres being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood 	<p>Submitter's preferred ranking noted. Refer to Table 1 where submitters' individual project priorities have been collated, to provide a summary of views provided during the consultation process.</p>

Submission 66: National Public Health Service

Submitter's comments and requests		Officers' response and recommendations
66.1	Background comments	Officers' comments
	<p><i>Overview of the role of Health New Zealand Te Whatu Ora (Health NZ), and the National Public Health Service (NPHS) division.</i></p>	<p>Background comments noted</p>
66.2	Referenced overview comments	Officers' comments
	<p><i>A range of referenced background comments are provided, including:</i></p> <ul style="list-style-type: none"> • <i>Outline of how transport strategy and planning has wide-reaching impacts on multiple factors that influence public health outcomes.</i> • <i>When the mobility needs of a population are met through the provision of transport options, the health and wellbeing of the population and environment can be improved.</i> • <i>Taranaki has one of the highest rates of traffic injury hospitalisation in Aotearoa New Zealand.</i> • <i>The impact of vehicle speeds on crash severity and the role of lower speed limits.</i> 	<p>Comments noted. The RLTP addresses many of the concerns raised by the submitter through the strategic framework incorporating objectives that seek outcomes which integrate land use and transport provision, provide transport choice for all, provide safe transport systems, and support mitigations against climate change.</p> <p>No amendment recommended.</p>

	<ul style="list-style-type: none"> • <i>The threats to public health posed by climate change, and elevating active and public transport in decision making has the potential to improve climate outcomes as well as improve health and wellbeing outcomes.</i> • <i>The importance of integrating transport and land use planning.</i> • <i>Transport is an important determinant of health.</i> • <i>Multi-modal transport systems can positively influence public health outcomes at the population, environment, social, and individual level. Adding any capacity to an alternative mode (making a mode quicker or safer) causes people to switch to that mode.</i> • <i>Addressing transport inequity is a key mechanism to reduce health and social inequities.</i> • <i>The importance of public transport provision in improving a range of wellbeing outcomes.</i> 	
<p>66.3</p>	<p>What does success look like?</p> <p>Health NZ National Public Health Service Te Manawa Taki suggests an aspirational vision for transport in Taranaki where there is a safe, equitable and diversified transport system that meets the needs of all residents; a region where it is not necessary to own a car and where active and public transport options are privileged in system design, infrastructure investment and implementation; a transport system that enables people in Taranaki to equitably access places they live, work and play.</p>	<p>Officers' comments</p> <p>Comments noted. The outcomes sought by the submitter are considered to already be covered by the drafting contained within the vision. The descriptions of vibrant, resilient, connected and safe cover many of these elements and with regard to PT this is followed through with it being identified as the first priority for the region.</p> <p>No amendment recommended.</p>
	<p>Regarding the Strategic Objectives (Section 3.3): recommends:</p> <ul style="list-style-type: none"> • That reducing transport inequity be incorporated across all six proposed objectives 	<p>Whilst it is acknowledged that reducing inequity will be an outcome desired and achieved by many of the measures set within all six objectives, it is considered to be most relevant to objective 4 – accessible. Inequity is not explicitly referenced within this framework and it is recommended to include reducing inequity as a desired outcome.</p>
	<ul style="list-style-type: none"> • That the Enabling objective be expanded to include the provision of active and public transport – to further emphasise the benefits of these modes. The provision of multi-modal transport options is not only an accessibility feature of the transport system that can reduce transport disadvantage, but also contributes to economic wellbeing, growth and productivity and provides numerous other benefits. 	<p>Comments noted. The provision of active and public transport modes are specifically covered by objectives 3, 4 and 6. However the benefits of active and public transport in supporting the economic wellbeing, growth</p>

		and productivity is not explicitly in objective 3 – enabling. Recommend addressing this gap.
	<ul style="list-style-type: none"> That objective five should also include reference to a diversified transport system 	Comment noted. See previous recommendation to incorporate reference to include measures to ensure networks consider and develop a range of alternative and viable routes.
	<ul style="list-style-type: none"> Recommends that initiatives such as car free zones and corridors/networks form part of the transport system. 	Comments noted. This level of detail will be subject to member organisation plans and programmes and is out of scope for the RLTP.
66.4	Targets	Officers' comments
	<ul style="list-style-type: none"> Supports the inclusion of a target to improve road safety and reduce the number of deaths and serious injuries. Recommends that actions to increase participation in active modes of transport are accompanied by safety improvements as increased uptake of these modes can result in increased injury if the associated infrastructure is not also improved. Notes that while the focus is on death and serious injury, even minor injuries associated with the transport system can have a significant impact on people's health and wellbeing. 	Comments and support noted. No amendments necessary.
	<ul style="list-style-type: none"> Recommends that the measure of 'more trips' by active and public transport is either replaced with a percentage target or to 'an increased proportion' of trips. 	Comments noted and refer to previous recommendation to keep to three headline targets, largely in their existing form, but make the mode shift target 'SMART'er
	<ul style="list-style-type: none"> Supports action to increase the resilience of the transport network. Suggests that the public and active transport network's reliability and connectivity also be included in this. 	Comments noted. Reliability and connectivity considered to be already covered through the terminology "effective and efficient mass movement of people". No change recommended.
66.5	What are our immediate priorities? What order should these priorities be in?	Officers' comments
	<ul style="list-style-type: none"> Supports the prioritisation of the public transport system by the Taranaki Regional Council. 	Comments and support for PT prioritisation noted.

	<ul style="list-style-type: none"> • Recommends that improvements to active transport infrastructure also be included in the priorities. • Supports a whole of system approach to transport planning that recognises the link between transport and land use planning. • Recommends also prioritising the provision of active transport infrastructure. 	Remainder of comments would be covered by detailed within specific projects. No amendment recommended.
66.5	Looking to the future?	Officers' comments
	<ul style="list-style-type: none"> • Supports the need for a future focus to ensure a safe, resilient, and reliable multimodal transport system. • Supports investment in the transport system. • Supports the overall goal of people having and making better travel choices and creating an environment where all people in Taranaki can have their travel needs met. 	Support noted.
66.5	Other comments	Officers' comments
	<p>To further support and enhance public health the following suggestions are provided:</p> <ul style="list-style-type: none"> • Ensure there are strong Māori voices in transport decision-making, so that Māori wellbeing is prioritised in transport planning. • Undertake purposeful engagement to understand the needs of transport disadvantaged communities in Taranaki so that changes are equity promoting. • Prioritise Māori, Pacific and high-deprivation communities in transport investment, given the greater potential for health gain in these groups, and the potential to improve health equity. • Ensure that reducing the impacts of transport on the climate and environment are incorporated into transport plans. • Ensure road speeds are safe and appropriate, given the relationship between speed and harm and the mode shift benefits that come from reduced road speeds. • Ensure public transport is affordable, accessible, equitable, convenient, and attractive, particularly for low-income groups. • Consider the needs of the community when reviewing bus services, a service that may not be 'high use' may be vital for those that use it. 	Comments noted. Many of the issues raised are outside the scope of the RLTP, but rather relate to programme specific design and delivery. As such no change is recommended, but the points raised are supported by staff to be considered by member organisations when undertaking programmes covered by the RLTP.

	<ul style="list-style-type: none"> • Consider alternative public transport options such as 'on demand' public transport which may provide a solution for rural or lower use areas. • Consider including in the plan actions centered on improving the perception of active and public transport to make it a more attractive mode choice. • Continue to include Health NZ National Public Health Service Te Manawa Taki as a key stakeholder when planning for transport. 	
	<p>Please also note: References to Taranaki District Health Board where the organisation is participating in active initiatives such as Roadsafe Taranaki should be changed to Health New Zealand Te Whatu Ora.</p>	<p>Noted, updates to document recommended wherever such references are made.</p>

Submission 67: Adam Jasinski

Submitter's comments and requests		Officers' response and recommendations
<p>4.1</p>	<p>Comments on vision</p> <p>Vague. I suppose it has to be like that.</p>	<p>Officers' comments</p> <p>Comments noted.</p>
<p>4.2</p>	<p>Comments on targets</p> <p>Good targets.</p>	<p>Officers' comments</p> <p>Support noted.</p>
<p>4.3</p>	<p>Comments on the priorities</p> <p>I think the council could re-negotiate with Citylink the changes before 09/2025. I don't think Citylink is going to be very stiff about that.</p> <p>Also, I would like to see what the proposed New Plymouth bus network is going to be.</p>	<p>Officers' comments</p> <p>Comments noted. Such detail is out of scope of this Plan and has been referred to TRC PT staff.</p> <p>As outlined in the Plan, most specifically on page 23, improving PT throughout the region is a high priority. The details are being determined through related work streams which are well underway.</p>
<p>4.4</p>	<p>Comments on the future sustainability and resilience of our transport networks</p>	<p>Officers' comments</p>

	<p>I would like to see a gradual replacement into electric busses</p> <p>I want the council not to neglect the cleanness of the city including the underpasses on walkways (e.g. Te Hēnui underpass is full of pigeon poo. This is the reason I stopped walking there). Huatoki underpass is often covered in slush brought by the stream too.</p>	<p>Comments noted. Transitioning the bus fleet to reduce emissions forms part of the PT work underway as above.</p> <p>Comments on cleanliness of the city have been referred to NPDC. Out of scope.</p>
4.5	Comments on any other issues	Officers' comments
	<p>I think SH 44 has too few pedestrian crossings. I would like the council to negotiate more with LTA. There should be crossings at Molesworth St/Gover St and Eliot St. Lots of people try to cross there, especially to Bunnings. Crossings between those intersections won't work for pedestrians. It may even encourage the trucks to slow down.</p>	<p>Comments noted, out of scope and referred to NZTA.</p>

Submission 68: Jennifer Carmichael-Bennett

Submitter's comments and requests		Officers' response and recommendations
4.1	Comments on vision	Officers' comments
	<p>As a frequent user of the Friday public transport from Ōpunake to New Plymouth and return I am disappointed with the last changes to the timetable. In the past many elderly people would use the bus to attend medical or WINZ appointments, to the bank, and do some shopping, returning to Ōpunake at 1.30. When the return trip to Ōpunake was changed to 3.30 to accommodate high school students many of these folks stopped using the bus as it became a very long day in New Plymouth. However, the latest changes have meant that it is no longer feasible to use the bus for the reasons outlined above As it currently leaves really early and arrives back late. I understand that this change was made to accommodate workers. I would be interested to know how successful this change has been. My request is that you bring back a Friday service which accommodates the elderly and the lower socioeconomic population of our town. Upon retiring I personally used this service every Friday for several years but am no longer able to do so due to the timetable change/s. I find this very disappointing as do others in the town.</p>	<p>Comments have been referred to TRC PT staff as such detail is out of scope of this Plan.</p>
4.2	Comments on targets	Officers' comments
	<p>Great targets.</p>	<p>Support noted.</p>

Have your say Taranaki

Regional Land Transport Plan 2024

Feb 16, 2024 - Mar 16, 2024

Project: Taranaki Regional Land Transport Plan

Tool Type: Form

Activity ID: 10

Exported: Mar 17, 2024, 08:57 AM



Contribution ID: 4
Member ID:
Date Submitted: Feb 16, 2024, 05:49 PM

Q1 What do you think of this vision?

Long Text

I live in Inglewood we need better public transport on a more regular basis we are part of the NPDC demographic but don't get treated fairly when it comes to public transport, the New Plymouth busses travel to Bell Block and Waitara on a regular daily routine. We need a regular bus service between Inglewood and New Plymouth and also busses to run on weekends would be very helpful, the connector comes 4 times a day but there are several hours between services, and as we are part of NPDC District we deserve a better public transport service, if you want more cars off our Roads you need to invest and improve the service. Thank you Ross Kelly.

Q2 What do you think of the targets?

Long Text

Q3 What order should these priorities be in?

Ranking

Q4 Your comments on the priorities:

Long Text

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text

Ross

Q8 Last Name

Short Text

Kelly

Q9 Email address

Email

intel0071951@gmail.com

Q10 Phone number

Telephone

0211352373

Q11 Address

Long Text

50a Konini Road Inglewood Taranaki

Q12 Would you like to attend the hearing?

Multi Choice



Contribution ID: 5
Member ID:
Date Submitted: Feb 16, 2024, 08:16 PM

Q1 What do you think of this vision?

Long Text

Q2 What do you think of the targets?

Long Text

Q3 What order should these priorities be in?

Ranking

A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text

Extension of public transport is an urgent priority. Frequency of services out to Waitara. Time tables across New Plymouth increased to evenings and weekends. Routes extended to reach Hospital, Ports and other big employers from Waitara, through other nearby suburbs. Lack of transport is negatively affecting social conditions and living standards. People need public transport to access health care, education, employment, recreation, retail, events and recreation. It would also enhance tourism and local economy.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

Effective public transport is required to lift living standards, social conditions and local economy. For people to access businesses, events, employment, health care, social supports, recreation etc .

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text

Annette

Q8 Last Name

Short Text

Conroy

Q9 Email address

Email

annetteconroy.nz@gmail.com

Q10 Phone number

Telephone

02108480737

Q11 Address

Long Text

74 B Cracroft st Waitara

Q12 Would you like to attend the hearing?

Multi Choice



Contribution ID: 6
Member ID:
Date Submitted: Feb 16, 2024, 08:26 PM

Q1 What do you think of this vision?

Long Text

Q2 What do you think of the targets?

Long Text

Q3 What order should these priorities be in?

Ranking

A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text

Extension of public transport in New Plymouth and Taranaki is an urgent priority. Increasing frequency of services to out to Waitara. Including routes from Waitara, through nearby suburbs to Hospital, port, other big employment and business areas. Expanding time table of all routes to evenings and weekends. These upgrades are required to improve the living standards and social conditions of the regions. For people to access health, employment, education, business, retail, social supports events and recreation. Also to enhance tourism and the local.economy

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

New Plymouth and Taranaki urgently need expanded public transport to lift social conditions and local economy. For people to access essential services and employment, events and local attractions , recreational reserves and activities.

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text

Annette

Q8 Last Name

Short Text

Conroy

Q9 Email address

Email

annetteconroy.nz@gmail.com

Q10 Phone number

Telephone

02108480737

Q11 Address

Long Text

74 B Cracroft st Waitara

Q12 Would you like to attend the hearing?

Multi Choice



Contribution ID: 7
Member ID:
Date Submitted: Feb 16, 2024, 08:32 PM

Q1 What do you think of this vision?

Long Text Too many words. How about "A vibrant region connected by safe transport."

Q2 What do you think of the targets?

Long Text
 1. Needs to be 100% for the target.
 2. Definitely agree.
 3. It needs clarification on whether you mean disruption by roadworks etc.

Q3 What order should these priorities be in?

Ranking
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 Further work on the New Plymouth Integrated Transport Framework
 A step-change in public bus services from October 2025
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text
 I do not know where the intersections are re Kerry Lane etc.
 The one about new commercial vehicle centres has American spelling and is very badly written so does not make sense . What is a step bus change. I never use the bus so it will not make any difference to me.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text
 I would love to see more cycle lanes so I can go further without using the car such as to Inglewood, Oakura etc but at the moment it is too dangerous on the road.

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text Shuna

Q8 Last Name

Short Text Giles

Q9 Email address

Email mikka@xtra.co.nz

Q10 Phone number

Telephone +6467575937

Q11 Address

Long Text
 17, Sequoia Grove,
 Merrilands,
 New Plymouth 4312

Q12 Would you like to attend the hearing?

Multi Choice

Contribution ID: 8
Member ID:
Date Submitted: Feb 16, 2024, 08:43 PM

Q1 What do you think of this vision?

Long Text Sounds good: the roads would be safer if more goods were transported by train, meaning considerably fewer trucks using our state highways. This would mean much less wear and tear on these roads.

Q2 What do you think of the targets?

Long Text

Q3 What order should these priorities be in?

Ranking

Q4 Your comments on the priorities:

Long Text

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text The rail network is right there. Not only for transporting goods, but many people love train travel. Why not utilise the rail network for both stuff, and passengers

Q6 Your comments on any other issues:

Long Text More trains = fewer trucks =less disruption through munched up roads =safer travel

Q7 First Name

Short Text Deborah

Q8 Last Name

Short Text Smith

Q9 Email address

Email debbysmith77@xtra.co.nz

Q10 Phone number

Telephone 0274491515

Q11 Address

Long Text 5 Gloag Street Waverley 4510

Q12 Would you like to attend the hearing?

Multi Choice



Contribution ID: 9
Member ID:
Date Submitted: Feb 17, 2024, 12:49 AM

Q1 What do you think of this vision?

Long Text wonderful

Q2 What do you think of the targets?

Long Text fantastic

Q3 What order should these priorities be in?

Ranking A step-change in public bus services from October 2025
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Further work on the New Plymouth Integrated Transport Framework
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text do it as we need to be forward thinking

Q6 Your comments on any other issues:

Long Text no

Q7 First Name

Short Text maryanne

Q8 Last Name

Short Text hooper

Q9 Email address

Email castlecrea@hotmail.com

Q10 Phone number

Telephone 0276080544

Q11 Address

Long Text 5 coby sydney dr
 bellblock
 new plymouth

Q12 Would you like to attend the hearing?

Multi Choice



Contribution ID: 10
Member ID:
Date Submitted: Feb 17, 2024, 11:23 AM

Q1 What do you think of this vision?

Long Text

Q2 What do you think of the targets?

Long Text

Q3 What order should these priorities be in?

Ranking

Q4 Your comments on the priorities:

Long Text

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text Sheryl

Q8 Last Name

Short Text Rupapera

Q9 Email address

Email sheryl.rupapera54@gmail.com

Q10 Phone number

Telephone 0273493240

Q11 Address

Long Text 30a High Street Eltham

I am wanting to know if its possible to put another bus stop down BP station end of High street The reason being that my sister in law and probably others cant walk up to library and so have to wait until someone is going that way To me it seems logical seeing the bus is going that way She has asked the bus driver to let her off but he doesnt like doing that Thankyou for allowing me to have a say

Q12 Would you like to attend the hearing?

Multi Choice



Contribution ID: 11
Member ID:
Date Submitted: Feb 17, 2024, 11:42 AM

Q1 What do you think of this vision?

Long Text Resilience is probably the key there. That will bring the rest. Take a look at the contractors fixing our roads.

Q2 What do you think of the targets?

Long Text Don't put our money into cycle/walk ways. People need to want to do it first. This generation is lazy and can't be arsed walking or cycling. Also people are in to much of a rush these days to walk somewhere

Q3 What order should these priorities be in?

Ranking The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due Further work on the New Plymouth Integrated Transport Framework Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood A step-change in public bus services from October 2025

Q4 Your comments on the priorities:

Long Text Honestly all of that's a waste of time. Most companies keep their commercial units in good shape. I'm more concerned about the lack of care for our road surfaces and the piss poor workmanship on them.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text Look at our roaring contractors. From the ones laying it to the ones maintaining the road edges. We waste to much money on cycle ways etc, public transport that has two people sitting on a bus. It's a waste. Tidy up our roads and the edges of them. The road works crews can't seem to get anything to stick down. We are far to PC in every thing we do. I wonder how worse of the climate will actually be because of all the woke crap we do to tick a box!!

Q6 Your comments on any other issues:

Long Text As above.

Q7 First Name

Short Text Daniel

Q8 Last Name

Short Text Holdt

Q9 Email address

Email daniel.holdt@hotmail.co.nz

Q10 Phone number

Telephone 0277867348

Q11 Address

Long Text Rural.

Q12 Would you like to attend the hearing?

Multi Choice

Contribution ID: 12
Member ID:
Date Submitted: Feb 17, 2024, 12:20 PM

Q1 What do you think of this vision?

Long Text Maybe mention adaptability and flexibility to reflect all the changes that happen around specific local events, eg americarna, garden fests, womad, cryise ship visitors etc

Q2 What do you think of the targets?

Long Text Number 3 seems too vague, do you mean due to washouts, slips, structurally unsafe bridges, storm events or just less disruption because less roadworks? Considering all the infrascructure building in Waitara, Hāwera and south where the new wind fars seem like a foregone conclusion, goal 3 seems to imply there'll be less use of roads and less need for road maintenance, which is not realistic as our region continues to boom in all sectors.

Q3 What order should these priorities be in?

Ranking Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 Further work on the New Plymouth Integrated Transport Framework
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood
 A step-change in public bus services from October 2025

Q4 Your comments on the priorities:

Long Text Having to wait for the step change (does that mean more buses so we can actually get across town when we need to) is too long. You cannot achieve the cultural shift needed to grown public transport while it's in it's current state. The lack of access to buses at regular half our slots and the lack of after dark bus transport is a MAJOR barrier to access. All the big stuff seems fairly well thought out, the busiest routes must be done first and in their entirety, but buses are a huge asset to the region if you know how to mrket them. Doesn't even have to be anfus size bus, a fleet of 12 seater vans zipping around town (I think Nelson has this, maybe sth Taranaki too) are probably a better solution as apart from the school runs, a bus is never more than half full.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text Don't bother putting in more cycle lanes until all underground infrastructure and intersection safety (more roundabout please, less bottlenecks) is implemented. Not sure how you'd be able to buklid roads to withstand something like Gabrielle but keen attention to flooding prone areas (stop building in swamps and repo, natures lungs to prevent flood damage) before work begins is key. Speed limits are not so much the problem, as 80kms (Bellbk to Waitara) just makes people hōhā. Merging lanes and round abouts would make it safer for all the intersecting traffic at that stretch of road (big jims, the intersection of mangati road (do away with this death trap). In order to be truly resilient and actually sustainable, whatever you do needs to last, under heavy truck use, in the rain, when cycling events are on, when it's black ive and hail, do not just go with lowest tender, go with proven long term products. The money/debt will always be there.

Q6 Your comments on any other issues:

Long Text Lage 6 mentions the forrestry and logging industry with specific mention of rail access out of the region. This use of rail should be primaried over roads as kt has a direct impact on safety. Likewise there should be specific mention of slash management and land care following harvest based on the horrific "learnings" from Gabrielle. We are no different from the coast.

Page 10, the footnote about the 40km of road in the manawatu district, for funding purposes, has somebody somewhere checked that this stretch of road has been included in a maintenance plan, as it could easily fall through the "boundaries vs districts map line arguments" crack.

Page 11, heavy vehicle road users- how are these big businesses with big profits contributing to our road maintenance, are the plans for logging truck tolls or similar for dairy tankers, like a "lease our roads" thing, as their impact is constant and us rate payers shouldn't have to prop up a business. User pays should apply to big business, they are not gonna take their business elsewhere so make them pay.

Pg 11, freight movements, a more direct plan is needed, if you can go by rail you should (make it cheaper for logging trucks to go by rail) it makes no sense to have the rail network barely used. Huge potential here especially with regards to all the infrastructure being done in south Taranaki.

Pg 13, what is trc or venture Taranaki or whomever doing to increase client demand from Kiwirail (who generally seem to not give a damn)? Why are we sitting here hamstrung by a broken rail network (SOL) and some hardly used

golf cart enthusiasts when the rail network could dramatically alter our longterm transport goals? I don't think it's good enough for trc to just say "we're investigating more rail hubs" but kiwirail won't fix the main route unless there is client demand. Who are the clients if not us the rate payers?

Page 14, the port, yes to all, the port is such an asset to our region, even apart from tourism, do whatever it takes to turn this hub into something that rivals tauranga, Littleton and even sydney! There would be huge impact for the residential side of things here, but the big picture thinking thing you have on the go should factor this in. Cruise ships and then resulting transport into town should be a priority, as the research show, tourists are not bothered by the "working port" experience, they're here for the whole Taranaki experience, both leisure and business can coexist for our region's benefit. Get Rangī Kipa to do the carvings and visuals at the port to provide a true mana whenua welcome that matches his amazing art at the airport!

Page 15, passenger transport services. It would be great to see trc be preemptive in this area, bring in bonus 12seater van shuttles across town whenever cruise ships are in, big events are on and the airport is busy. How good for our region for all womadders, concert goers, cruisers and locals alike to be able to pay 8bucks from the airport into town. All the other main centres do this, why are we still relying on grandma's neighbour or taxis to do the airport runs?

Page 16, walkers and cyclists. Mate do not narrow the roads to put a cycle lane in, the girls high mangorei "improvement" has created such huge traffic jams with barely a cyclist in sight! Are cyclist's supposed to be on the footpath there? No signage and no cycle lane, just traffic backed up to merrilands shops. I am a walker, it's my primary mode of transport, but having the bowl of brooklands shut for almost a month adds nearly 90 mins in both directions to my working commute. Buses are even longer delay and do not go after dark so this one event, and the lack of access for walkers through the bowl of brooklands majorly impacts my daily travel. I know this is not a trc issue, but it serves to show how little is understood about how us walkers and cyclists use the off road tracks as preferred options to cars. If you want people to walk or bike, make the tracks, shortcuts, pedestrian only access routes etc obvious, put them on google maps, make it easier to find the "as the crow flies" tracks so that you don't have to rely on local knowledge gained through the "lockdown walks" to be able to plan your commute to work. Not knowing where these myriad shortcuts are, and not knowing how long it will take/save off the car route is a major barrier to people's use of this low impact transport.

Pg 31, footnote on smaller fleet for suburban/shopper services, this investment is hugely necessary, you cannot meet a demand you refuse to acknowledge. Yes costs would increase, there is no way to avoid this, but this is an investment cost as it would make the shift to public transport more accessible and goals across all areas easier to meet.

Pg 52, npdc sh3 Cumberland coronation intersection, does local road improvements mean a roundabout or lights? Fixing the tarseal will not improve traffic flow. Worst intersection in the region!

Thanks for a comprehensive document, it's clear a lot of mahi has gone into this and that you are abreast of so many interrelated factors.

It's so much money and all hinges on nothing going wrong (Gabrielle or a volcanic event) but so long as you don't put cycleways in and expect us to all to be able to use them, aim for the balance with improved access to weatherproof public transport.

With regards to accountability, whatever happened to those 25 covered bus shelters that you, or was it npdc got funding for, but we are still waiting (in the rain) for? Stuff like this really matters to us rate payers, if you charges us for it and then don't do it, it's lying and theft, and without the media to hold you accountable, how do we ever know what gets achieved?

Q7	First Name
Short Text	Miss
Q8	Last Name
Short Text	Jay
Q9	Email address
Email	miss.jay13@gmail.com
Q10	Phone number
Telephone	000000000
Q11	Address
Long Text	Withheld, local to New Plymouth, regularly commuting across town via waewae express and buses if available. Also commuting Wellington Taranaki every weekend, the roading network is in desperate need of maintenance.

Q12 **Would you like to attend the hearing?**

Multi Choice



Contribution ID: 13
Member ID:
Date Submitted: Feb 18, 2024, 09:40 AM

Q1 What do you think of this vision?

Long Text

Vision: Agreed
 Taranaki needs to be better connected with centers in the region and to other regions. A good start on this would be to bind in a single administration, the leaders and spokespersons of roading, general public and industrial transport, of rail, air and shipping. Set up a planning group and develop a regional plan that all transport providers agree to, make their services inter-link, that serving the people of Taranaki is their priority.

Q2 What do you think of the targets?

Long Text

Targets: Fine
 Comments: Improving public safety by upgrading roads, putting in barriers and slow-down humps is a smaller part of the safety contribution. The way many public drive, their lack of respect, for other road users, their presumed urgency and me first attitude, arrogance and over confidence are a greater contributor. Put these drivers in any modern day vehicle, most are engineered to accelerate up to 240 KPH, what have you got?
 The need is a focused publicity campaign on this issue, backed by enforcement, heavy penalties, confiscation of the vehicle, and longer term loss of license.

Q3 What order should these priorities be in?

Ranking

Q4 Your comments on the priorities:

Long Text

1. Yes- beginning immediately would be so much better.
2. Oh OK. But why do you continually omit coastal Taranaki, Opunake, Okato, Oakura to Spotswood; where dairying is concerned is where most/much of Taranaki income is made!
3. 4. 5. No comment, but looks all good.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

The Future:
 Given what's happened in East Coast, Auckland, Northland elsewhere, the warning lights are flashing RED now. Climate change is real, happening now and damages to infrastructure by flooding (and fires) is certain. Getting on top of what you/we need to do is urgent. Put this top priority. Any of your roading engineers and works managers will be able to identify already what is needed doing. Send them on an information gathering tour of a couple of above affected regions. To switch them on to the urgency of this issue.

Q6 Your comments on any other issues:

Long Text

Have made other submissions on other documents and in other forums.

Q7 First Name

Short Text

Murray

Q8 Last Name

Short Text

Crombie

Q9 Email address

Email

crombies2@xtra.co.nz

Q10 Phone number

Telephone

06 7519259

Q11 Address

Long Text

M & B Crombie
 46 Ahu Ahu Road, RD4
 NEW PLYMOUTH 4374

Q12 **Would you like to attend the hearing?**

Multi Choice



Contribution ID: 14
Member ID:
Date Submitted: Feb 18, 2024, 10:59 PM

Q1 What do you think of this vision?

Long Text Encompassing and appropriately holistic

Q2 What do you think of the targets?

Long Text Target 1 and 2 are well-stated, though the magnitude of change in Target 1 may be optimistic without systemically addressing underlying issues contributing to road fatalities (including our poor driver education and recertification standards especially around speeding and defensive driving, aging and unsafe vehicle stock, and limited progress in drink- and drug-driving)

Q3 What order should these priorities be in?

Ranking A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera

Q4 Your comments on the priorities:

Long Text A well-planned bus service offers a chance to drastically improve social and economic access for youth, older adults, and others who do not drive for medical, environmental, or other reasons. As a health professional who is medically barred from driving, Taranaki's ability to develop a public transport system that works after-hours and on weekends will be a key determinant of whether I return here to work following advanced training elsewhere

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text I believe that ratepayers (and taxpayers, by dint of undertaxation of land and capital and overtaxation of low and middle income workers) have been essentially borrowing from future generations for many decades to fund a lifestyle of private automobile use and quality civic amenities. That bill is coming due, and it is the responsibility of those who haven't paid their way (the under-taxed mentioned above) to do so rather than handing on the bill to their children. We cannot, in economic or social terms, afford NOT to make the necessary transformative changes in transport as soon as possible, and I support them fully.

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text Dylan

Q8 Last Name

Short Text Van Lier

Q9 Email address

Email dylanvanlier7@gmail.com

Q10 Phone number

Telephone 0211014238

Q11 Address

Long Text 33 Sanders Avenue, Westown

Q12 **Would you like to attend the hearing?**

Multi Choice



Contribution ID: 15
Member ID:
Date Submitted: Feb 19, 2024, 09:55 AM

Q1 What do you think of this vision?

Long Text

I have been complaining about the top floor car park exit on to St Aubyn st for years.i know it's run by Transit Nz.the issue is everyone seems to be passing the buck about this issue. There is a no right turn sign but I could count 50 plus cars turn right ignoring the no right sign,every day.ive had to take evasive action and cross over the concrete median strip to avoid a crash.ive seen a logging truck have to take evasive action also.plus many more incidents.i had to complain about a tree blocking the sign and that took me a long time to get action.how about addressing this before someone is killed, or prosecute people illegally turning right. Damn ridiculous. Let's have action before putting in speed bumps.

Q2 What do you think of the targets?

Long Text

Q3 What order should these priorities be in?

Ranking

Q4 Your comments on the priorities:

Long Text

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text

Geoff

Q8 Last Name

Short Text

Wood

Q9 Email address

Email

wood5252@xtra.co.nz

Q10 Phone number

Telephone

0274283140

Q11 Address

Long Text

409A Frankley rd.New Plymouth

Q12 Would you like to attend the hearing?

Multi Choice



Contribution ID: 16
Member ID:
Date Submitted: Feb 19, 2024, 09:56 AM

Q1 What do you think of this vision?

Long Text

Q2 What do you think of the targets?

Long Text

Q3 What order should these priorities be in?

Ranking

The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Further work on the New Plymouth Integrated Transport Framework
 A step-change in public bus services from October 2025
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and
 New Plymouth to Hāwera
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A
 intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

We need to shift all the trucks from the road,
 Ballance truck heavy fertilizer everywhere, there is an existing option for rail but we can't use it because it was
 mothballed
 Ballance is increasing production volume due to growth investment funding. To support that in the future we need
 additional rail options.
 The link between kaponga and Dawson falls needs investment to be able to turn the firetruck around if there is an
 incident. Historically we have had to back the firetruck from the top to the bottom of the road.
 Holland gardens needs a walkway from the garden to kaponga for tourists, locals etc.
 A rail ring route around the mountain would benefit the region greatly.

Q6 Your comments on any other issues:

Long Text

If bridges are needing replacement, have we considered possible rail ring routes around the mountain.

Q7 First Name

Short Text

Matthew

Q8 Last Name

Short Text

Powell

Q9 Email address

Email

powell.matt92@gmail.com

Q10 Phone number

Telephone

0275551246

Q11 Address

Long Text

23a park lane kaponga

Q12 **Would you like to attend the hearing?**

Multi Choice



Contribution ID: 17
Member ID:
Date Submitted: Feb 19, 2024, 10:30 AM

Q1 What do you think of this vision?

Long Text

Q2 What do you think of the targets?

Long Text

fixing the roads with better road conditions less pot holes rough services will make a huge difference . Roads in taranaki are of a 3rd world quality . North of Te kuiti and south of waverly a huge difference in better quality

Q3 What order should these priorities be in?

Ranking

Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text

Can not believe how long it is taking to do the Princess St / highway 3 intersection . I live 120 meters from this corner . the roundabout at 3/to 3A should be a priority Do not block the Nelson St highway 3 intersection off

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

Ratepayers pay too much for what they need I will not accept any more rate increases . Education not taxes will help with climate change , better road surfaces are needed now .

Q6 Your comments on any other issues:

Long Text

Waste of time this survey all questions are loaded . lots of word that mean nothing and we are paying you to do these surveys so you can say we have consulted the public

Q7 First Name

Short Text

Ross

Q8 Last Name

Short Text

Calgher

Q9 Email address

Email

rjcalgher@gmail.com

Q10 Phone number

Telephone

06754 6582

Q11 Address

Long Text

43 Princess St
 Waitara

Q12 Would you like to attend the hearing?

Multi Choice



Contribution ID: 18
Member ID:
Date Submitted: Feb 19, 2024, 11:28 AM

Q1 What do you think of this vision?

Long Text

Q2 What do you think of the targets?

Long Text

Q3 What order should these priorities be in?

Ranking

A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A
 intersection, plus a new site around Inglewood
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and
 New Plymouth to Hāwera

Q4 Your comments on the priorities:

Long Text

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

Redirect all essential services over key bridges (to create consolidation and redundancies) - with terminations on both sides of the bridges (offset far back from the water) - in anticipation for a volcanic eruption. Reach out to Professor Tom Wilson who gave a good talk on the infrastructure impacts due to Mt Taranaki.

Also, consider the population of Taranaki has risen from 109k (1996) to 128.7k (2023). Assuming the same growth rate, in 50 years we'd have 280k people, and in 100 years we'd have over 600k people.
 The wisest thing to do is to identify what large scale infrastructure needs we may have in 2124 and work backwards from there (e.g. we'll probably need a ring-road around major settlements, large flat areas may become built up, train corridors may need to be protected etc.). Then simply make no-regret decisions that would enable the region to succeed on the large timescale. If you are unable to identify any no-regret decisions, simply work backwards from a 100y approximate model and build up your programme of projects from that perspective/population size. We wouldn't want the region to make the same mistakes as Auckland or Tauranga wrt transport prior to their population expansions.

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text

Peter

Q8 Last Name

Short Text

Hodkinson

Q9 Email address

Email

peter.hodkinson@outlook.com

Q10 Phone number

Telephone

020 4140 7583

Q11 Address

Long Text

11 Keats Place, New Plymouth

Q12 **Would you like to attend the hearing?**

Multi Choice



Contribution ID: 19
Member ID:
Date Submitted: Feb 19, 2024, 12:42 PM

Q1 What do you think of this vision?

Long Text

Q2 What do you think of the targets?

Long Text

I think they are good points
 There's needs to be an alternative route through Inglewood as it is often dangerous for kids to walk to and from school due to it being the main route through the town
 The two crossings in the centre of town are not safe. This needs to be a priority especially with Inglewood growing and a lot of new young family making this place their home

Q3 What order should these priorities be in?

Ranking

A step-change in public bus services from October 2025
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Further work on the New Plymouth Integrated Transport Framework
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text

There needs to be a bus service in the weekends from Inglewood to new Plymouth
 My teenager would love to be able to go to New Plymouth on the weekends to see friends and also employment which would increase independence and also lower cost for petrol for the parents

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text

Olivia

Q8 Last Name

Short Text

Healey

Q9 Email address

Email

livandlancehealey@gmail.com

Q10 Phone number

Telephone

0277891968

Q11 Address

Long Text

13 Cutfield street
 Inglewood

Q12 Would you like to attend the hearing?

Multi Choice



Contribution ID: 20
Member ID:
Date Submitted: Feb 19, 2024, 12:54 PM

Q1 What do you think of this vision?

Long Text In taranaki we have a transport infrastructure that is not used or thought about. Rail..... the foundations are there the councils need to get onboard and fund metro trains like In auckland and wellington. Safety would be improved by less cars on the road. Most of fonterras workers in eltham and whareroa could basically get dropped off at the door of their work and park their cars in inglewood and stratford even lepperton midhurst and Normanby if the infrastructure was created. School students could catch a train to many main centre's. Opportunities are endless but the councils seem to think of it as a too hard basket.

Q2 What do you think of the targets?

Long Text All of thoes could be achieved by using rail also a more stress-free approach to travel around our region

Q3 What order should these priorities be in?

Ranking

Q4 Your comments on the priorities:

Long Text All state highways should be 2 lanes in each direction to aid flow around our region not getting more restricted as it currently seems to happen. Also utilize rail. It's never to late to start a small investment now will give us a brighter future

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text All state highways and main roads into and out of towns and cities should be 4 lanes to aide flow and reduce impatient drivers and assist new or cautious drivers to travel at a safe speed they are comfortable with without hindering traffic flow thus reducing silly passing maneuvers creating more incidents. Also adding trains will reduce car numbers increasing safety lessening carbon emissions improving out region.

Q6 Your comments on any other issues:

Long Text Adding regional rail will help you hit all your targets but all 3 councils seem to ignore it yet its a very simple solution it just needs investment into the rolling stock and some buildings but it will last decades.

Q7 First Name

Short Text Leighton

Q8 Last Name

Short Text Hunt

Q9 Email address

Email l8dog@hotmail.com

Q10 Phone number

Telephone 0274996261

Q11 Address

Long Text 223 warwick road stratford

Q12 Would you like to attend the hearing?

Multi Choice



Contribution ID: 21
Member ID:
Date Submitted: Feb 19, 2024, 03:10 PM

Q1 What do you think of this vision?

Long Text Why does transport need to be vibrant? But yes a tough, reliable service is required

Q2 What do you think of the targets?

Long Text What's the point of a target for road deaths.

I live rural, and see no point in ratepayers who dont use the service of public transport to pay for it. If it is cheaper and easier to walk or bike more people would do it. For me and alot of others its not viable.

Fixing the road once and properly will be less disruptive in the long term than quick cheap (and downright pathetic) repairs.

Q3 What order should these priorities be in?

Ranking

Further work on the New Plymouth Integrated Transport Framework
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 A step-change in public bus services from October 2025
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text No idea what the council has to do with safety centers or what they even are.

Ratepayers shouldn't be funding public transport.

Making roads safer, and slowing down traffic are 2 different things. The roads can be made safer without slowing traffic, removing passing lanes and installing cheesegraters.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text I think we are better off building roads from materials that work, instead of finding "sustainable" things that may not work or last.

In a time when money is incredibly tight for everyone, charging more for rates isn't going to help anyone.

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text Samuel

Q8 Last Name

Short Text White

Q9 Email address

Email samuelwhite519@gmail.com

Q10 Phone number

Telephone 0220210350

Q11 Address

Long Text 1187 Egmont Road

Q12 **Would you like to attend the hearing?**

Multi Choice



Contribution ID: 22
Member ID:
Date Submitted: Feb 19, 2024, 03:38 PM

Q1 What do you think of this vision?

Long Text I agree

Q2 What do you think of the targets?

Long Text
 1. The target should always be a 100% reduction in deaths and serious injuries.
 2. I agree.
 3. I agree unless it is at the expense of safety or non car users

Q3 What order should these priorities be in?

Ranking
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and
 New Plymouth to Hāwera
 A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A
 intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text
 (SH3 intersections with both Kerry Lane and Fitzgerald Lane) People speed here regardless, there are many
 businesses finishing work at the same time rushing home. It should not be 80 km/h without traffic lights controlling
 the intersection.

 (Further safety improvements on SH3 and SH3A) SH3 towards Waitara should have controlled intersections or
 reduced speeds at the airport turning and also near Corbett & Mangati roads.

 (A step-change in public bus services) I live in Marfell, if I want to bus to town it takes ~2.5x longer than driving due
 to the windy route the bus takes through all the back roads in a loop. I don't need the bus to drive right past my
 house as it currently does, I would walk 5 minutes to the main road if it reduced my trip time.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text Mowing towards shared transport options and reducing reliance on personal cars will allow cost less in the long run

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text Mark

Q8 Last Name

Short Text Wood

Q9 Email address

Email mwoo130@gmail.com

Q10 Phone number

Telephone 021022027

Q11 Address

Long Text 6 Sardinha Place, Marfell

Q12 **Would you like to attend the hearing?**

Multi Choice



Contribution ID: 23
Member ID:
Date Submitted: Feb 19, 2024, 05:12 PM

Q1 What do you think of this vision?

Long Text I agree with this vision

Q2 What do you think of the targets?

Long Text I think these targets are okay, apart from increasing mise shift, as I think this is something that should happen naturally and not be targeted by the council

Q3 What order should these priorities be in?

Ranking Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due A step-change in public bus services from October 2025
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood
 Further work on the New Plymouth Integrated Transport Framework

Q4 Your comments on the priorities:

Long Text I think that cars should still have priority for the next 3 years as they will still be by far the most utilised form of transport

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text I agree, I would accept high social impacts and medium economic impacts

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text James

Q8 Last Name

Short Text Hall

Q9 Email address

Email Jameshallconnect@gmail.com

Q10 Phone number

Telephone 02102949823

Q11 Address

Long Text 40 Newton Street
 Fitzroy
 New Plymouth

Q12 Would you like to attend the hearing?

Multi Choice



Contribution ID: 24
Member ID:
Date Submitted: Feb 19, 2024, 06:25 PM

Q1 What do you think of this vision?

Long Text I would like to see the vision include a philosophy of trying to reduce the number of single person journey's especially during peak periods. This will reduce the pressure on road infrastructure, carbon emissions and allow for safer travel for pedestrians and cyclists.

Q2 What do you think of the targets?

Long Text These targets are al good. A reduction in carbon emissions would be another important target to be added. Its implied in target 2 but should be a target by itself.

Q3 What order should these priorities be in?

Ranking

Q4 Your comments on the priorities:

Long Text Ensure maintenance and safety improvements are funded adequately before major capital work is undertaken.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text Ensure existing assets are maintained and enhanced with safety features before new assets and capital expenditure are started. Money needs to be spent around Tauranga before Taranaki should get a a look in.

Q6 Your comments on any other issues:

Long Text While New Plymouth is one of the sunniest places in NZ it also has quite high rainfall and wind events. More bus shelters would assist in ensuring that passengers would use the bus service more often. A more frequent and flexible service such as that being trialled in Whanganui and elsewhere would seem to be worth investigating. Public Transport for a city this size will always require heavy subsidization. You need a population of at least 1mil before you can expect the system to be self funding.

Q7 First Name

Short Text David

Q8 Last Name

Short Text McKay

Q9 Email address

Email david.mckay757@gmail.com

Q10 Phone number

Telephone +64272285479

Q11 Address

Long Text 7 Hunter Pl
 Merrilands
 New Plymouth

Q12 Would you like to attend the hearing?

Multi Choice



Contribution ID: 25
Member ID:
Date Submitted: Feb 19, 2024, 06:57 PM

Q1 What do you think of this vision?

Long Text Good

Q2 What do you think of the targets?

Long Text I agree

Q3 What order should these priorities be in?

Ranking Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 Further work on the New Plymouth Integrated Transport Framework
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due to a step-change in public bus services from October 2025
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text Agree. I accept this would need more funding but this should be targeted at heavy road users such as commercial and freight vehicles.

Q6 Your comments on any other issues:

Long Text I would like to see less heavy vehicles on our roads before and after school hours. There is often a large number of trucks on the road between 8am and 9am and 3pm to 4pm. If we limited truck movements at these times it would be safer for our children to bike and walk to school and also lessen congestion at peak times.

Q7 First Name

Short Text Nick

Q8 Last Name

Short Text Cooper

Q9 Email address

Email ncoops@gmail.com

Q10 Phone number

Telephone 0274256676

Q11 Address

Long Text 2 Warangi St
 New Plymouth

Q12 Would you like to attend the hearing?

Multi Choice



Contribution ID: 26
Member ID:
Date Submitted: Feb 19, 2024, 07:28 PM

Q1 What do you think of this vision?

Long Text good

Q2 What do you think of the targets?

Long Text agree with points 1 and 3 (Not 2, thats personal choice)

Q3 What order should these priorities be in?

Ranking Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Further work on the New Plymouth Integrated Transport Framework
 A step-change in public bus services from October 2025
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text More initiatives like my top two. I wouldn't rate the bottom three, other having been forced to.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text The bridge and traffic at the Valley, is a massive risk, if there was a serious 'event'. I'm sure this tis known.
 As well as if the proposed development at the Valley, goes ahead, it'll be impossible getting in and out of town. Massive impact and disruptions. It's very busy now at certain times of the day.
 Both these are a risk to the community.

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text Steven

Q8 Last Name

Short Text Venables

Q9 Email address

Email stevejv1@icloud.com

Q10 Phone number

Telephone 062220100

Q11 Address

Long Text 29 Fernbrook Drive
 Hurworth

Q12 Would you like to attend the hearing?

Multi Choice



Contribution ID: 27
Member ID:
Date Submitted: Feb 21, 2024, 08:10 AM

Q1 What do you think of this vision?

Long Text Love it. Don't want to make any changes :-)

Q2 What do you think of the targets?

Long Text I support all of the above objectives. All very lofty objectives and I look forward to seeing how the Council will give effect to and deliver these through operational plans.

Q3 What order should these priorities be in?

Ranking A step-change in public bus services from October 2025
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood
 Further work on the New Plymouth Integrated Transport Framework

Q4 Your comments on the priorities:

Long Text I'm a big supporter of better public transport so this is number 1 for me.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text Jose

Q8 Last Name

Short Text Reader

Q9 Email address

Email joseandles@xtra.co.nz

Q10 Phone number

Telephone 0273539936

Q11 Address

Long Text 2062 South Road, RD 28, Hawera

Q12 Would you like to attend the hearing?

Multi Choice



Contribution ID: 28
Member ID:
Date Submitted: Feb 26, 2024, 08:34 PM

Q1 What do you think of this vision?

Long Text Overly wordy.
 Maybe just the second half - A safe transport system enhancing liveable places.

Q2 What do you think of the targets?

Long Text Ambitious.
 #3 is difficult. To keep disruptions down then roads need to be well maintained, which means disruptions to keep them this way....

Q3 What order should these priorities be in?

Ranking Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text I agree that transport networks should be resilient but I think there should be public consultation on priority upgrades. Not all current infrastructure need be upgraded/redesigned. Main routes need to be protected. Eg one bridge north over the Waiwakaiho River may need addressing but upgrading all bridges is not necessarily a priority. As p47 and p48
 I would accept some economic and social impact but not a high level of these. This is something which should be clearly indicated to the community. I don't feel this draft plan makes clear the extent of these impacts or choices that we can make regarding these.

Q6 Your comments on any other issues:

Long Text On p62 I agree with the Cumberland/Coronation Ave priority for 2027-30. And then the Colson Road extension done in 2 parts over time also on p62.

Q7 First Name

Short Text Suzanne

Q8 Last Name

Short Text Scott

Q9 Email address

Email ttocsennazus@gmail.com

Q10 Phone number

Telephone 0212339078

Q11 Address

Long Text 101 Ridgewood Drive, RD1, New Plymouth

Q12 **Would you like to attend the hearing?**

Multi Choice No



Contribution ID: 29
Member ID:
Date Submitted: Feb 28, 2024, 07:53 AM

Q1 What do you think of this vision?

Long Text Feels like you've largely left transport out of your vision for regional transport, huh?

Q2 What do you think of the targets?

Long Text

1 - I suspect the number of deaths on Taranaki roads are negligible. A 40% reduction in 2 serious accidents is still 2 serious accidents as accidents don't happen in fractions. This feels like a colossal waste of money strictly for feelgoodery. Take the money you're spending on useless barriers that make the drive feel less safe and give us fewer places to manoeuvre if we were actually in trouble, and spend it enforcing the work of your contracted road construction crews whose pothole patches disappear whenever there is greater than 2mm of rain causing actual threat to life and property.

2 - I've watched as this and other councils worked on "increasing mode shift". Seems the M.O. with which to do that is making it harder or more expensive to drive places without equally making it easier or cheaper to get places without driving. TRC continues to punish it's constituents and expect us to have endless resources with which to find whatever your next soon to be failed scheme is.

3 - Can't fault this. Would put this as the top priority myself as it seems logical to, say, get the roadworks to last longer than a single rain.

Q3 What order should these priorities be in?

Ranking

A step-change in public bus services from October 2025
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Further work on the New Plymouth Integrated Transport Framework
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera

Q4 Your comments on the priorities:

Long Text

People die and accidents happen and it's dumb to pretend like we can prevent that. The ridiculous amount of money you're spending for "safety improvements" could go to actually fixing the roads. The Forgotten Highway has the same potholes open up every time there is more than 2mm of rain (and I mean that literally), and then a whole team from the roadworks comes out, puts up 3,000 cones, abandons them until everyone ignores them, and then shovels wet asphalt into the hole expecting us to tamp it down with our cars for them.

Get busses actually working, on time, dependable.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

You haven't actually said anything, have you? "We guess things might be different at some point, that justifies us to spend, spend, spend, yeah?". How are you expecting climate change to impact roading? Why is the design of our roads "outdated"? What does an updated design of roads look like in theory?

If spending is the right thing to do you should spend, but TRC jumps to spending first and that is infuriating - especially given public perception about your track record.

If spending is the right thing to do, spend. Before you do that, you should be required to trim the fat and make up as much as you can from your current budget. TRC keeps taking on these projects and expecting us to spend, then they fail or are half-arsed and we don't get a refund, do we? You just keep asking for more.

Q6 Your comments on any other issues:

Long Text

- You need more Connector busses.
- We've lived out past Toko for 3 years now. We've already spent more time waiting at the Stratford bridge construction than we ever have at the one way bridge that's being replaced for no sound reason.
- I'm really shocked at how awful TRC is for and to the actual residents of Taranaki, and how you're so wasteful in your spending.

Q7 First Name

Short Text Thomas

Q8 Last Name

Short Text Thurston Crow

Q9 Email address

Email Thomas@thurstoncrow.com

Q10 Phone number

Telephone 0212585731

Q11 Address

Long Text 1096 Makuri Rd

Q12 Would you like to attend the hearing?

Multi Choice No



Contribution ID: 30
Member ID:
Date Submitted: Mar 04, 2024, 12:33 PM

Q1 What do you think of this vision?

Long Text I love this vision - I think that it represents what people need to feel safe, happy and able to live in Taranaki and get around conveniently.

Q2 What do you think of the targets?

Long Text I think these are fantastic targets - safety is such a massive priority and this change of mode shift is needed with climate change - we all need to do our part. The reliability of connection across the region benefits everyone.

Q3 What order should these priorities be in?

Ranking A step-change in public bus services from October 2025
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 Further work on the New Plymouth Integrated Transport Framework
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text I agree with the priorities set.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text I couldn't agree more. The bigger picture of doing our part to combat climate change and bring the region into a more sustainable lifestyle is so important. I would accept the economic and social impacts of making our transport networks resilient and sustainable as that will provide the foundations for the next generations to enjoy a more resilient and sustainable lifestyle aided by transport networks that are beneficial to the community and to the environment.

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text Samantha

Q8 Last Name

Short Text Harris

Q9 Email address

Email sammy.harris@outlook.com

Q10 Phone number

Telephone 02108220333

Q11 Address

Long Text 32 Glasgow Street, Bell Block

Q12 Would you like to attend the hearing?

Multi Choice No



Contribution ID: 31
Member ID:
Date Submitted: Mar 05, 2024, 07:42 AM

Q1 What do you think of this vision?

Long Text It's great. Can you add low emission into the vision

Q2 What do you think of the targets?

Long Text I support them

Q3 What order should these priorities be in?

Ranking A step-change in public bus services from October 2025
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 Further work on the New Plymouth Integrated Transport Framework
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text I agree

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text It's needed and if we have a better system it will eventually pay for itself. Currently regional rates are very low so an increase would be fine, better transport options like a regional train network would bring people and business to the region

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text Jane

Q8 Last Name

Short Text Harvey

Q9 Email address

Email janemharvey@usa.net

Q10 Phone number

Telephone 0275373363

Q11 Address

Long Text 6 List St welbourn 4310

Q12 Would you like to attend the hearing?

Multi Choice No



Contribution ID: 32
Member ID:
Date Submitted: Mar 06, 2024, 10:17 PM

Q1 What do you think of this vision?

Long Text Safe transport needs to include safety for all modes - cyclists, scooters, walkers as well as cars. Separating heavy vehicles from cyclists and walking routes should be a goal.

Q2 What do you think of the targets?

Long Text The targets are good and align with including all modes

Q3 What order should these priorities be in?

Ranking A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due

Q4 Your comments on the priorities:

Long Text Integrated transport framework needs to be early - no point potentially doing work in the same area twice if other works occur that the framework will impact, or will require additional work in the same location

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text Absolutely need resilient networks. We should be prioritising resilience, and mode shift to reduce volumes rather than building more and more road surface area.

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text Nicky

Q8 Last Name

Short Text Turnbull

Q9 Email address

Email nickyturnbull@gmail.com

Q10 Phone number

Telephone 0210639813

Q11 Address

Long Text 389c Frankley Road
 New Plymouth

Q12 Would you like to attend the hearing?

Multi Choice No



Contribution ID: 33
Member ID:
Date Submitted: Mar 07, 2024, 07:14 PM

Q1 What do you think of this vision?

Long Text The "liveable" standard is too low. We need a healthy environment, with clean air and no harmful climate change. This means rapidly phasing out use of fossil fuels for transport.

Q2 What do you think of the targets?

Long Text Just targeting "more" trips by walking, cycling and public transport is aiming too low. The target should be 50% of all trips to be via active or public transport by 2034 and 90% by 2050. And all public transport should be zero emissions by 2034.

Q3 What order should these priorities be in?

Ranking A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due

Q4 Your comments on the priorities:

Long Text

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text We must phase out the use of fossil fuels for transport. This is a massive change, so we have to make significant steps now. This will cost, but not as much as the cost of allowing ongoing pollution to damage the climate and to compromise air quality.

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text Peter

Q8 Last Name

Short Text Hewett

Q9 Email address

Email peter.hewett@gmail.com

Q10 Phone number

Telephone 06 758 3364

Q11 Address

Long Text 63a Karina Road
 Merrilands
 New Plymouth

Q12 Would you like to attend the hearing?

Multi Choice No



Contribution ID: 37
Member ID:
Date Submitted: Mar 08, 2024, 05:24 PM

Q1 What do you think of this vision?

Long Text The vision definitely needs to include ambition around reducing emissions from transport! I don't know that being vibrant (whatever that means?) is really an aim of a land transport plan. We need to focus on building a transport network that is low-emission, efficient and accessible to all

Q2 What do you think of the targets?

Long Text Only Target 1 is actually a target, the others are vague. Put a number on 2. and if it is truly a shift then there should be a corresponding reduction in motor vehicle use (including freight and other heavy vehicles)

Q3 What order should these priorities be in?

Ranking A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera

Q4 Your comments on the priorities:

Long Text I don't see anything there to increase the uptake of active transport, but it will be good to see better public transport eventually....
 I only wanted to rank the top 2

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text Some fundamental changes are required to the way we live and move about the region.

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text Mel

Q8 Last Name

Short Text Whiting

Q9 Email address

Email nzmahoe@gmail.com

Q10 Phone number

Telephone 021760062

Q11 Address

Long Text 625 Upper Pitone Road, RD4 New Plymouth

Q12 Would you like to attend the hearing?

Multi Choice No



Contribution ID: 47
Member ID:
Date Submitted: Mar 12, 2024, 08:14 PM

Q1 What do you think of this vision?

Long Text A lot of words but no real 'vision' as to how this will look or be achieved. We will not have a 'connected' region until we have rail that connects us as a region to other areas.

Q2 What do you think of the targets?

Long Text Again, no 'how' is mentioned. The current Government wants more money spent on Roads of Significance, which cannot enhance us in the Taranaki region. This region has been named as one of the least are for cyclists in New Zealand. Perhaps more travel disruption will make people consider using other modes of transport, but rail must be added to this. We have a railway line, let's use it to get around our own province

Q3 What order should these priorities be in?

Ranking

Q4 Your comments on the priorities:

Long Text A lot of airy fairy. Why we continue with large empty buses roaming around our streets I will never understand. Almost every foreign country I have visited has smaller (11 or 14 seat buses) running more frequently and able to service more areas. We need to be thinking much more about getting people away from using cars and into trains or on bicycles.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text I would not accept economic changes if we continue to ply the use of motor vehicles above rail, cycles etc. In the early 1970's, with under half the population that New Zealand currently has, we had a fantastic rail system, servicing our region. We need to work urgently on updating and re-instating rail. I travel overseas a great deal and use rail nearly all the time, along with my bicycle for urban trips.

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text Kathy

Q8 Last Name

Short Text Lovell

Q9 Email address

Email kathy.mangorei@gmail.com

Q10 Phone number

Telephone 0273997586

Q11 Address

Long Text 389 Mangorei Road
 Highlands Park
 New Plymouth

Q12 Would you like to attend the hearing?

Multi Choice No



Contribution ID: 48
Member ID:
Date Submitted: Mar 13, 2024, 01:05 AM

Q1 What do you think of this vision?

Long Text Add "with a sustainable, accessible, and safe transport system"

Q2 What do you think of the targets?

Long Text Adopt a specific, measurable target for mode shift or nothing will happen eg, 20% reduction in driving by 2035 or similar.

Q3 What order should these priorities be in?

Ranking A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due

Q4 Your comments on the priorities:

Long Text

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text More frequent buses. A city wide bus loop. Passenger rail.
 Have the port use more trains, so trucks cause less road damage in Moturoa.

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text Kyle

Q8 Last Name

Short Text Adams

Q9 Email address

Email kaylaupton@hotmail.com

Q10 Phone number

Telephone 0220731307

Q11 Address

Long Text 92 pioneer rd, new Plymouth

Q12 Would you like to attend the hearing?

Multi Choice Yes



Contribution ID: 49
Member ID:
Date Submitted: Mar 13, 2024, 02:05 AM

Q1 What do you think of this vision?

Long Text This not extreme it's what we all should want and to increase public transport across Taranaki should be a go to solution as soon as possible. There is no other planet and reducing traffic pollution with making transport available for those who have disabilities or are elderly needing access to public transport it should be an urgent strategy to get in place!

Q2 What do you think of the targets?

Long Text Making transport available to all which includes disability and other challenges to accessing transport.experienced by members of the public. This would include public transport access to school children.

Q3 What order should these priorities be in?

Ranking

Q4 Your comments on the priorities:

Long Text Reducing traffic in towns would also be achieved by establishing out of town parking lots that were serviced by public transport to and from town on a regular basis. This would reduce traffic density in towns and work towards reducing the traffic pollution in the towns. This is a project that has been established in some cities I know of and have visited. There are also groups of citizens who are unable to drive or have disabilities and being able to ensure access to public transport in towns would provide an important service for these people. It may also be an asset for visitors to our region who are not sure of access in towns where the public service transport would also reduce traffic crowding during special events in cities where many visitors are expected.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text Public transport is a crucial asset and should be supported via local councils by charges towards public transport networks added onto rates. It needs to be scaled according to the levels of public transport provided in towns/cities, which maybe over a period of time to full completion of projects. In this way charges via rates can be scaled according to process and achievement of public transport projects.

Q6 Your comments on any other issues:

Long Text Out of central town parking lots would also help raise funds towards the ongoing public transport projects. This would be achieved by a basic parking fee for a day or by the hour. Certain other facilities like a cafe and toilets maybe attached to the parking area. Train stations could also be incorporated at the parking area where some drivers may have appointments in other towns etc and can connect via train to out of town activities at other areas. My suggestions are based on personal experience in other places where these strategies have been implemented and they have been well supported and utilised by the public.

Q7 First Name

Short Text Grindl

Q8 Last Name

Short Text Dockery

Q9 Email address

Email grin_doc60@yahoo.co.uk

Q10 Phone number

Telephone 02102598327

Q11 Address

Long Text 679 Upper Pitone Rd, RD4, New Plymouth 4374

(This is only a temporary address for part of the year as I also live abroad in the UK due to personal reasons. I am happy to be contacted by email for any further discussion/comment)

Q12 **Would you like to attend the hearing?**

Multi Choice No

File No: 28678191
Document No: 21 20 88A
Enquiries to: Julie Hansen



8 March 2024

Taranaki Regional Council
Private Bag 713
Stratford 4352

Private Bag 3038
Waikato Mail Centre
Hamilton 3240, NZ

waikatoregion.govt.nz
0800 800 401

Email: haveyoursay@trc.govt.nz

Dear Sir/Madam

Submission on the draft Regional Land Transport Plan

This submission was formally endorsed by the Waikato Regional Transport Committee under delegated authority of the chair on 11 March 2024.

Thank you for the opportunity to make a submission on the Draft Taranaki Regional Land Transport Plan. As a neighbouring region and key transport partner in the State Highway 3 Working Group, we acknowledge the strategic importance of SH3 to Taranaki, outlined in section 2.5 "Strategic corridors and cross-boundary matters" of your draft RLTP:

"The priority inter-regional issue for the Taranaki region is the future route efficiency, safety and reliability of State Highway 3 travelling north over Mt Messenger, through the Awakino Gorge to Te Kuiti, Hamilton and beyond."

Through on-going collaboration between our regions, we have seen substantial resilience outcomes advanced on this corridor through the SH3 Mt Messenger to Awakino Programme of transport activities.

The priority to continue to improve network resilience, route reliability and safety is embedded in both the draft Taranaki and draft Waikato RLTPs, and there is strong inter-regional policy alignment between our two draft RLTPs. This reflects the close working relationship we have in ensuring our mutually strategic corridor outcomes are aligned, supported and implemented. We **commend** the Taranaki Regional Transport Committee on developing a robust document that clearly articulates this priority.

In this context, we **specifically support the following policies and measures** in your draft RLTP, outlined in section 3.4 of your Plan:

- Objective 2 – Enabling policies and measures:
 - Policy G1: *Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.*
 - Policy G2: *Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.*
 - Policy G3: *Ensure those roads in the region serving tourism and the productive sector are fit for purpose.*
 - Policy G4: *Protect and promote the existing rail corridors.*
 - Associated measures for Objective 2:
 - i. *Waka Kotahi maintaining inter-regional corridors to a level of service that will ensure continued economic development opportunities*

- ii. *RTC, with KiwiRail, ensuring current and future reliability of the rail network to accommodate growth in freight movements, and actively encourage greater utilisation of the rail corridor*
- iii. *RTC advocating for improvements to the efficiency and effectiveness of existing networks for all transport modes (including rail, air and sea).*

- Objective 3 – Safe and healthy people policies:
 - Policy S1: *Promote infrastructure and safety improvements on strategic corridors.*
- Objective 5 – Resilient and responsive policies:
 - Policy R1: *Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change.*
 - Policy R2: *Protect routes with lifeline functions.*

These policies and measures are complementary to policies and measures in our strategic policy framework in section 3 of our draft Waikato RLTP.

We **support** the identification of SH3 Mount Messenger Bypass as an **activity of inter-regional significance** in section 5.4 of your draft RLTP. The State Highway 3 construction of the Mount Messenger and Awakino Gorge improvement projects, and the more general SH3 inter-regional transport activities are explicitly recognised and prioritised as a key inter-regionally significant activities in our draft RLTP in recognition of the economic and lifeline importance to the Taranaki region and the King Country.

We **support** the inclusion of the State Highway 3 Working Group, along with a description of its role, in Appendix III: Plan Partners and their roles.

It is noted that the SH3 North corridor improvements project from Waitara through to Hamilton has been identified as an activity for future consideration in Appendix IV: Activities on the Horizon of your draft RLTP. This recognises that there is room for further improvement on this inter-regionally strategic route. The Waikato Regional Transport Committee will welcome on-going discussion through the SH3 Working Group to continue to advance corridor improvements on this route.

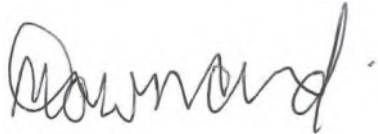
Collectively, the priority placed on SH3 through our RLTPs will ensure this strategic inter-regional corridor is protected for its access, freight, tourism and life-line functions, and its ongoing resilience issues continued to be addressed.

Once again, we thank you for the opportunity to submit on your draft RLTP and we wish you well with the final stage of your RLTP development process.

Please note, we **do not** wish to be heard in respect of this submission.

Should you have any queries regarding the content of this submission please contact Julie Hansen, Senior Policy Advisor Transport and Infrastructure, Transport Policy and Programmes directly on (07) 858 4631 or by email Julie.Hansen@waikatoregion.govt.nz.

Yours sincerely



Councillor Mich'ael Downard
Chair of Waikato Regional Transport Committee

HE TAIAO MAUIORA HEALTHY ENVIRONMENT
HE ŌHANGA PAKARI STRONG ECONOMY
HE HAPORI HIHIRI VIBRANT COMMUNITIES



When replying please quote: 9204326

7 March 2024

Taranaki Regional Council
Private Bag 713
Stratford 4352
Taranaki

Dear Chair and Councillors

SUBMISSION TO THE DRAFT REGIONAL LAND TRANSPORT PLAN TARANAKI

Thank you for the opportunity to submit to the draft Regional Land Transport Plan (RLTP) 2024. We appreciate our current working relationship and collaboration with you in developing the draft RLTP and look to build on this in the **future**.

Overall vision and strategic direction

We agree with the overall vision and strategic direction for the draft RLTP 2024. It reflects our district concerns for a balanced approach to managing growth, supporting mode shift, improving safety and making the transport system more resilient and less susceptible to disruption.

We support the proposed substantial improvements in the provision for public transport, which (along with an integrated package of interventions such as cycle facilities, safety improvement and pricing) will be necessary in the short to medium terms to meet the RLTP's ten-year headline targets.

We do have some general concerns and comments as follows:

Funding mechanisms

The current mix of funding, financing and revenue mechanisms are not sufficient to maintain transport infrastructure, let alone fund major capital work programmes or provide agility to move away from the 'business as usual' approach. We encourage TRC to work with other councils and Central Government to find appropriate long term funding mechanisms which are resilient, reliable, and provide the level of transport choice that the community and businesses expect for the future.

Budget priorities in the current plan

We note with dismay that the laudable high priority given to public transport in the draft plan is not reflected in the budget priorities as set out in the plan. Consequently, we cannot see substantial improvement in public transport taking place in the short or even medium term. We believe additional funding can and should be allocated to public transport within the current budget envelope. The longer term financial, environment and social benefits to our community will justify such a decision.

We agree that a step-change in public bus services from 2025 (the date of public transport contract renewal) is critical for the future uptake of public transport in the region and in New Plymouth.

However, the proposed funding increase (\$123.7M over 10 years) is inadequate will not achieve the desired step change

Measurable targets

Some of the current RLTP ten-year headline targets should be made more measurable and time specific. Waikato Regional Council has incorporated measurable targets in its draft RLTP (2024) for mode shift, e.g., "Double PT and active mode share by 2035 (from 2018 levels).

The NPDC strategic transport model indicates that a 200% elevation in frequency of buses will more than double patronage of public transport, while appropriate investment in cycle facilities will at least double active mode share by 2035. That does provide some confidence that measurable headline targets can be set for mode shift.

Specific comments

Public Transport Committee

We reiterate our proposal for the establishment of a joint public transport committee with TRC, which was in response to the Regional Public Transport Plan consultation in 2023. The initial intent of our involvement on the suggested joint committee could be to help plan and fund a trial for an upcoming high frequency bus route.

Rail

As a region we need to increase mode shift from road to rail freight between Port Taranaki and its hinterland. The mode shift would reduce the social costs and externalities associated with heavy road freight and more fairly distribute the cost to those industry sectors and commodity owners who benefit from it. We can see little in the draft plan which will encourage the desired shift. The current focus on hauling logs by truck is short sighted, environmentally damaging, and wasteful. While we recognise this issue is a national one, we urge TRC to take a strong and proactive stance, and actively seek both regional and national solutions.

Sea

We support the concept of the development of the Coastal Blue Highway (providing links to the South Island and eastern ports of Australia). We agree that the Coastal Blue Highway operating in tandem with the land based multi-modal transport corridor and potential additional inland hub, would improve resilience significantly for freight and future movement of people especially during large scale emergency events. This concept requires a significant shift from the current approach to moving freight and needs to be given more urgency by TRC and Government.

Release of draft GPS on Land Transport 2024

The funding direction contained in the draft GPS 2024 may require TRC and RCAs to reconsider their forecast 3-year and 10-year programmes for land transport investment in the region, such as the proposed step change public transport services, or the roll out of safety, walking and cycling improvements. Given that specific funding allocations in the GPS 2024 will not be approved until July 2024, TRC and RCAs may have to revisit their funding decisions and land transport programmes at that stage.

We appreciate the opportunity to submit on this Plan and look forward to working together to achieve the vision of this document.

Yours faithfully



Neil Holdom
Mayor New Plymouth District



Bali Haque
Chair, Strategy and Operations Committee



Contribution ID: 1
Member ID:
Date Submitted: Feb 16, 2024, 12:09 PM

Q1 What do you think of this vision?

Long Text

Q2 What do you think of the targets?

Long Text

Q3 What order should these priorities be in?

Ranking

Further work on the New Plymouth Integrated Transport Framework
 A step-change in public bus services from October 2025
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due

Q4 Your comments on the priorities:

Long Text

Public and sustainable transport into and around New Plymouth is a nightmare. Buses are so user-unfriendly (schedules AND routes) as to be pointless. Riding a bike or walking can be downright dangerous, especially with cars getting bigger and more numerous. Secure bike and scooter parking is almost non-existent. Do anything possible to get the big trucks out of NP city centre and our town centres. Sort out a heavy transport bypass to the port.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

Willing to accept costs as long as the changes show comprehensive and accessible environmental, health, transport and economic benefits.

Q6 Your comments on any other issues:

Long Text

See comments above.

Q7 First Name

Short Text

John

Q8 Last Name

Short Text

Macdonald

Q9 Email address

Email

nz.johnmacdonald@gmail.com

Q10 Phone number

Telephone

06-753 5503

Q11 Address

Long Text

5c Bromley Place,
 Westown,
 New Plymouth

Q12 Would you like to attend the hearing?

Multi Choice



Contribution ID: 3
Member ID:
Date Submitted: Feb 16, 2024, 01:57 PM

Q1 What do you think of this vision?

Long Text

I'm guessing your "vision" is impaired as you can't seem to see what you have screwed up already. Fix what you have already half done. Corner of Carrington St and Huatoki is still a bloody joke. You spent how much on removing the island and putting fancy paths and gardens in to then fence off the new path (costing more money) and put up bulls\$#t plastic bollards to replace the island you took out.
 Also all the roadworks at the bottom of carrington by pendarves st still has big holes in the cycle lane that you it at high speed after coming down the hill. You "fix" the road but it's a big FU to the cyclists and it was right next to where the new road surface was done.
 There's no point submitting any comments on anything new because you'll do what you like anyway.

Q2 What do you think of the targets?

Long Text

Q3 What order should these priorities be in?

Ranking

Q4 Your comments on the priorities:

Long Text

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text

Ricky

Q8 Last Name

Short Text

Allan

Q9 Email address

Email

ricky_allan@hotmail.com

Q10 Phone number

Telephone

0272829959

Q11 Address

Long Text

7a Tasman St
 Vogeltown

Q12 Would you like to attend the hearing?

Multi Choice



Contribution ID: 36
Member ID:
Date Submitted: Mar 08, 2024, 02:37 PM

Q1 What do you think of this vision?

Long Text

Q2 What do you think of the targets?

Long Text

Q3 What order should these priorities be in?

Ranking

Q4 Your comments on the priorities:

Long Text

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

Q6 Your comments on any other issues:

Long Text

Add funding line for NPDC, Public transport services to Table 14: 10-year activity class forecasts by organisation (\$), as per below:
 2024/25 - \$650,000
 2025/26 - \$2,508,000
 2026/27 - \$708,000

This addition will make Table 14 consistent with Table 6: Proposed Business as usual activities in the Taranaki Region.

Q7 First Name

Short Text

Stuart

Q8 Last Name

Short Text

Knarston

Q9 Email address

Email

stuart.knarston@npdc.govt.nz

Q10 Phone number

Telephone

0274545462

Q11 Address

Long Text

New Plymouth District Council

Q12 Would you like to attend the hearing?

Multi Choice

No



Contribution ID: 62
Member ID:
Date Submitted: Mar 13, 2024, 08:02 PM

Q1 What do you think of this vision?

Long Text Sounds good

Q2 What do you think of the targets?

Long Text Good

Q3 What order should these priorities be in?

Ranking A step-change in public bus services from October 2025
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Further work on the New Plymouth Integrated Transport Framework
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text Agree but it all boils down to budgets

Q6 Your comments on any other issues:

Long Text Is there a plan for the train system?

Q7 First Name

Short Text Cheryl

Q8 Last Name

Short Text Mckercher

Q9 Email address

Email cherylmckerchernz@gmail.com

Q10 Phone number

Telephone 0278100799

Q11 Address

Long Text 12 Bosworth Street
 Egmont Village

Q12 Would you like to attend the hearing?

Multi Choice No



Contribution ID: 73
Member ID:
Date Submitted: Mar 14, 2024, 12:08 PM

Q1 What do you think of this vision?

Long Text The current vision is too small. And it isn't explicit enough about the importance of reducing emissions (if we don't do this then no where is going to be very "livable") and creating a more equitable transport system.
 "A vibrant, resilient and connected region, with a safe and environmentally responsible transport system that enhances life for all".

Q2 What do you think of the targets?

Long Text All of these targets would be improved with an overarching target of rapidly reducing emissions: there would be less traffic on the roads, which would mean improved safety and less traffic disruption, and it would increase mode shift. Additionally, the population would be physically and mentally healthier, more connected to their neighbours and therefore more resilient in times of climate events or natural disasters. Architecture/town planning could also go a long way to making things easily accessible using active or public transport.

Q3 What order should these priorities be in?

Ranking A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due

Q4 Your comments on the priorities:

Long Text It is undebatable that we need to rapidly transition to low emissions transport. It therefore isn't logical to keep investing in roads or "increased traffic volumes due" when we need to be investing in trains, active transport and public transport (all of which would bring about a significant reduction of burden on the roads).

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text I completely support the economic and social impacts of making our transport networks resilient and sustainable. It will undoubtedly be expensive and initially inconvenient but the alternative (not building for sustainability and resilience) is a death wish and will ultimately be far more expensive and inconvenient. In addition, moving society away from the "individually owned car" also makes for a more equitable society as children, teenagers, the elderly, people with mobility issues or those who cannot afford a car will regain their independence again. Lastly, it will also make for a more connected society that's more in relationship with each other (because we will have had to get out of our isolating, individually owned cars), which adds to community resilience.

Q6 Your comments on any other issues:

Long Text Please be as brave and progressive as you can possibly imagine. Your children and grandchildren will thank you.

Q7 First Name

Short Text Lindsay

Q8 Last Name

Short Text Smaill

Q9 Email address

Email lindsaysmail.psychology@gmail.com

Q10 Phone number

Telephone 021 061 0728

Q11 Address

Long Text
27 Beaumont Crescent
Frankleigh Park
New Plymouth

Q12 Would you like to attend the hearing?

Multi Choice
No



Contribution ID: 74
Member ID:
Date Submitted: Mar 14, 2024, 01:50 PM

Q1 What do you think of this vision?

Long Text

Q2 What do you think of the targets?

Long Text

Q3 What order should these priorities be in?

Ranking

Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 Further work on the New Plymouth Integrated Transport Framework
 A step-change in public bus services from October 2025
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

Rail transport for logs and freight would be ideal and safer, less dangerous on the roads.

Q6 Your comments on any other issues:

Long Text

The bus service needs to be more regular and trustworthy

Q7 First Name

Short Text

Barbara

Q8 Last Name

Short Text

Hepburn

Q9 Email address

Email

hepburnbarbara9@gmail.com

Q10 Phone number

Telephone

0211086280

Q11 Address

Long Text

179a tukapa street, Westown, New Plymouth 4310

Q12 Would you like to attend the hearing?

Multi Choice

No



Contribution ID: 75
Member ID:
Date Submitted: Mar 14, 2024, 01:50 PM

Q1 What do you think of this vision?

Long Text A city where bikes take priority and are the main use of transport for a majority of residents. Increased green cycle/walkways throughout the city like Te Henui walkway.

Q2 What do you think of the targets?

Long Text Good, Taranaki is such a car-centric city. We need to aggressively campaign for more cycleways throughout the city and connecting communities.

Q3 What order should these priorities be in?

Ranking

Q4 Your comments on the priorities:

Long Text Public transport over personal car use.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text I think introducing tolls for certain roads would be a more beneficial option as opposed to charging residents by increasing rates.

I agree change needs to occur but asking residents to fork out more is going to create back-lash.

Q6 Your comments on any other issues:

Long Text We need more bikes on the road. Open up cycle lanes throughout the city.

Q7 First Name

Short Text Kyle

Q8 Last Name

Short Text Boonzaier

Q9 Email address

Email kyle.boonzaier@npdc.govt.nz

Q10 Phone number

Telephone 0272114198

Q11 Address

Long Text 30 Awani Street, Merrilands, New Plymouth.

Q12 Would you like to attend the hearing?

Multi Choice No



14 March 2024

TTP:0201
AM:MR

Regional Land Transport Plan submission
The Chief Executive
Taranaki Regional Council
Private Bag 713
Stratford 4352

Via email: haveyoursay@trc.govt.nz

Dear Sir/Madam,

DRAFT TARANAKI REGIONAL LAND TRANSPORT PLAN 2024/25 -2026/27 – SUBMISSION

Thank you for the opportunity to consider and make a submission on the draft Taranaki Regional Land Transport Plan 2024/25-26/27 (RLTP).

This submission is on behalf of the Horizons Regional Council and relates to the draft Taranaki RLTP, which was written prior to the release of the draft Government Policy Statement.

Horizons supports Taranaki's vision of "A vibrant, resilient and connected region, with a safe transport system enhancing liveable places".

Horizons supports the strategic direction of the Taranaki draft RLTP. There are similarities with the strategic focus of Horizons' draft RLTP. Given the connections between our two regions, it is important to see our two strategic land transport documents aligning with each other.

In particular, we support:

- Objective 2 – *Enabling: A reliable and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.*
- Objective 5 – *Resilient and responsive: A land transport system that is robust, responsive to changing needs and resilient to external influences, including climate change.*

We agree with policies to achieve these objectives and support measures focused on effective, efficient and reliable strategic road and rail corridors between inter-regional ports and removing constraints on inter-regional corridors.

A key corridor for both our regions is the east-west transport corridor which includes State Highway 3 south. We support ensuring this corridor receives the maintenance required to facilitate freight, safety and route resilience. We also note this corridor includes the Marton – New Plymouth Rail Line (MNPL). We support investment and maintenance of this rail corridor, particularly given it will play an important role in transporting logs to and from freight and distribution hubs located within the Horizons region.



There are a number of current and future pressures on transport corridors between the Taranaki and Manawatū-Whanganui regions, primarily relating to safety, resilience and efficiency of the key routes between our regions. We support the draft RLTP's focus in these areas, and encourage continued investment in the State Highway network along this route.

The Marton Rail Hub secured government funding for the development of a debarking facility and forestry hub. This will act as a key logistics point for log transport to North Island Ports such as Port Taranaki. Horizons therefore supports and encourages the investment in road and rail connections surrounding Port Taranaki to ensure safe and efficient connections to the Marton Rail Hub.

We agree with a statement noting rail is generally underutilised and we support actively encouraging greater utilisation of the rail corridor for freight movements.

SH 43 Forgotten World Highway – Tangarakau Gorge Seal Extension is listed as an activity of inter-regional significance. The condition of this corridor is a significant barrier to improving tourism and economic growth between the Stratford and Ruapehu Districts. Sealing this section of State Highway 43 will enable safe and reliable movements along the corridor, which will improve tourism potential and connections between the Horizons and Taranaki regions.

We note the following activities listed in the Plan for future consideration. We support each of these activities and are keen to ensure we work collaboratively on them with the Taranaki RTC and respective Councils:

- Lower North Island Freight Strategy
- SH 43 Forgotten World Highway improvements
- SH 3 Hāwera to Whanganui corridor improvements

We consider public transport access between our two regions to be important. A coordinated, joint inter-regional approach to planning new services will lead to better services for residents and visitors as well as environmental and safety benefits. Horizons are interested in strengthening our relationship with Taranaki Regional Council given the importance of working together for cross boundary services.

We are pleased to see mention made in the plan that references a commitment to developing a coordinated approach with neighbouring regional councils on strategic corridors and cross-boundary matters. Strong advocacy and liaison is important to achieve this. We would welcome the opportunity to work more closely in the future at both a Governance and officer level on relevant transport matters throughout the upcoming RLTP period.

Thank you for the opportunity to submit. The council does not wish to speak in support of its submission but if required are happy to meet and discuss the points raised.

Please don't hesitate to contact Mark Read at mark.read@horizons.govt.nz or on 0508 800 800 should you wish to discuss this further.

Yours sincerely,



A handwritten signature in blue ink that reads "R Keedwell".

Rachel Keedwell
CHAIR



Contribution ID: 76
Member ID:
Date Submitted: Mar 14, 2024, 02:00 PM

Q1 What do you think of this vision?

Long Text

Bring back the Friday Opunake - New Plymouth bus service 9.15 to New Plymouth with an early afternoon return as was previously available. I don't understand how when a bus was quite full it was removed. Pensioners are no longer able to go to New Plymouth and return without travelling to Hawera and then having to wait many hours to come back to Opunake. The only option is Opunake - New Plymouth early in the morning.

Q2 What do you think of the targets?

Long Text

Q3 What order should these priorities be in?

Ranking

Q4 Your comments on the priorities:

Long Text

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

Q6 Your comments on any other issues:

Long Text

I would attend the hearing however bus travel would mean leaving at 6am.

Q7 First Name

Short Text

Shikaiyana

Q8 Last Name

Short Text

Nelson

Q9 Email address

Email

shikaiyana@hotmail.com

Q10 Phone number

Telephone

0278462710

Q11 Address

Long Text

23F King Street
Opunake 4616

Q12 Would you like to attend the hearing?

Multi Choice

No



Contribution ID: 77
Member ID:
Date Submitted: Mar 14, 2024, 02:05 PM

Q1 What do you think of this vision?

Long Text I would add "a safe and accessible transport system".

Q2 What do you think of the targets?

Long Text Targets are good.

Q3 What order should these priorities be in?

Ranking A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due

Q4 Your comments on the priorities:

Long Text I think as the majority of the regional population lives and works in New Plymouth, the NP Integrated Transport System should be given a higher priority.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text It would be irresponsible not to address these issues. When rate/ tax payers see, use and experience improved facilities they become more appreciative. No-one likes to pay more but incrementally is better than a major increase inside a short timeframe.

Q6 Your comments on any other issues:

Long Text Just a general comment about the need to have sufficient funding available for ongoing maintenance. In the past this has sometimes been overlooked.

Q7 First Name

Short Text Ron

Q8 Last Name

Short Text Murray

Q9 Email address

Email eventman@gmail.com

Q10 Phone number

Telephone 0275063433

Q11 Address

Long Text 4 Sunset St, Bell Block, New Plymouth, 4312

Q12 Would you like to attend the hearing?

Multi Choice No



Contribution ID: 83
Member ID:
Date Submitted: Mar 14, 2024, 04:42 PM

Q1 What do you think of this vision?

Long Text I think it's a great vision. Wld be good to do two things to facilitate this vision: Cultivate on an ongoing basis the strong support you have for this definition of success; and bring over the people sitting on the fence about this issue.

Q2 What do you think of the targets?

Long Text Great targets. Perhaps draw clear connections between targets 2 and 3. Along the lines of: if one supports more cycling paths and reliable public transport, it'll make for easier road travel as it takes more cars off the road. Also, wld be good to truly incentivise the uptake of walking/cycling,public transport.

Q3 What order should these priorities be in?

Ranking A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text Can we please please build safe reliable public transport around Taranaki. I live down the coast and would love a timetable like this:
 From Oakura Hall to New Plymouth CBD: 7:30am, 11:30am, 4:30pm
 From New Plymouth CBD back to Oakura Hall: 9:00am, 1:30pm, 5:30pm

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

Q6 Your comments on any other issues:

Long Text Sorry I can't attend the hearing, will be out of the country.

Q7 First Name

Short Text Elaine

Q8 Last Name

Short Text Rollins

Q9 Email address

Email elaineshen@yahoo.com

Q10 Phone number

Telephone +64277766209

Q11 Address

Long Text Ahu Ahu Road

Q12 Would you like to attend the hearing?

Multi Choice No



Contribution ID: 85
Member ID:
Date Submitted: Mar 14, 2024, 05:27 PM

Q1 What do you think of this vision?

Long Text I support the vision and believe it needs to be region wide, connecting places Waitara to Inglewood and the south Taranaki, with more regular bus services, including evenings and weekends.

Q2 What do you think of the targets?

Long Text I support more trips using different methods than cars - friendlier options for cyclists and walkers, but a revamped public transport system is key to success, so would prefer the emphasis was put on this, especially in terms of investment,

Q3 What order should these priorities be in?

Ranking A step-change in public bus services from October 2025
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Further work on the New Plymouth Integrated Transport Framework
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text If you can achieve the first 1 around public transport, I would be happy. Safety improvements on roads are important, but it is my view driver behaviour is one of the key factors in crashes, so getting people out of their cars might result in lower crash rates anyway.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text Bus services needs to be updated as well as shelters. Need electronic timetables and real time arrival tracking, in order for people to know when they can catch a bus, how long they have to wait etc. Wifi access on buses might make it more attractive for people, or in-bus entertainment.

 It needs to consider electric bus options.

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text Deena

Q8 Last Name

Short Text Coster

Q9 Email address

Email deena.coster@gmail.com

Q10 Phone number

Telephone 0212050071

Q11 Address

Long Text 63 Cracroft St
 Waitara
 Taranaki

Q12 **Would you like to attend the hearing?**

Multi Choice No

Aurecon New Zealand Limited
Level 1, 286 Victoria Street
Hamilton 3240
PO Box 487
Hamilton 3240
New Zealand

T +64 7 834 1565
F +64 7 578 6143
E hamilton@aurecongroup.com
W aurecongroup.com



2024-03-15

Taranaki Regional Council
Private Bag 713
Stratford 4352
New Zealand

Copy to: info@trc.govt.nz

Dear Sir / Madam,

Submission on the Draft Regional Land Transport Plan for Taranaki 2024/25 – 2026/27

NZ Windfarms Limited (**NZ Windfarms**) appreciates the opportunity to submit on the Taranaki Regional Council's (**TRC**) 'Regional Land Transport Plan for Taranaki 2024/25 – 2026/27, Draft for Consultation' (the Draft RLTP).

In principle, NZ Windfarms supports strategic identification and investment in regionally significant transport infrastructure within the Taranaki Region, but requests that changes be made to the Draft RLTP framework of 10-year investment priorities to more appropriately recognise and provide for the demand and role of renewable generation projects within the Region. The grounds for this request are set out below following a brief introduction to NZ Windfarms and its interests in this matter.

The specifics of this Submission follow:

NZ Windfarms Limited

NZ Windfarms is a New Zealand owned and operated company specialising in long-term wind farm development, operations, and broader renewable generation projects. NZ Windfarms owns and operates Te Rere Hau Wind Farm south-east of Palmerston North in the Manawatū-Whanganui Region and holds a portfolio of interests spanning the Central and Lower North Island, including the Taranaki Region.

NZ Windfarms has recently been granted resource consents for the repowering of Te Rere Hau Wind Farm. The repowering will enable the construction and operation of thirty turbines to a total height of 162m, and total blade length of 62m. Transport infrastructure, including but not limited to the Ports of Taranaki and Napier and State Highway 3, are critical to the transport of oversize and overweight turbine components, including laydowns within and outside of the Port environments, for minimising conflict of these haulage activities with other users of the strategic transport network, and to support the efficient and effective development of wind resources.

General Comment on Strategic Framework

The purpose of the Draft RLTP is to provide strategic direction to land transport in the Region through:

- Identifying key transport issues and challenges in the Region and how the transport activities proposed for national funding between July 2024 and June 2027 will address those challenges;
- Establishing objectives, policies and measures against a 10-year forecast for land transport activities (including anticipated revenue and expenditure); and
- Prioritising regionally significant land transport activities.

TRC and the Regional Transport Committee are required by section 14 of the Land Transport Management Act 2003 (the **LTMA**) to take into account the National Energy Efficiency and Conservation Strategy 2017-2022 (**NZEECS**), any relevant national and regional policy statements and plans under the Resource Management Act



1991 (**RMA**) and be consistent with the Government Policy Statement on Land Transport¹. The RMA, at section 7 clause (j) requires particular regard be had to the benefits to be derived from the use and development of renewable energy.

New Zealand has a substantial existing wind generation industry, with 14 operational windfarms between the North and South Islands, no less than 21 further onshore and offshore wind farms under investigation or consenting processes, recently consented or currently under construction. These figures do not include a similar number of known wind sites under active monitoring by various developers and Gen-tailers across the country. Of these, no less than 10 are located in a servicing radius by Port Taranaki and three will require repowering in the 10-year horizon of the Draft RLTP. Of those 10, a minimum of five sites are dependent on Port Taranaki infrastructure, the Blue Highway and the State Highway 3 / State Highway 45 network for the storage and heavy lift capacity of components including tower sections, nacelles, blades, and transformers in no more than two-three years' time.

It is expected that one or more developments in the wind generation industry will overlap, potentially straining port infrastructure. These do not account for the wider renewable generation industry (including solar, green hydrogen, green methanol, and green ammonia) that will rely on and compete for laydown infrastructure within the Taranaki Region.

While the Draft RLTP acknowledges the significance of Port Taranaki to renewable generation industries², the document solely focusses on offshore wind projects (by Taranaki Offshore Partnership and Waikato Offshore Wind) and does not adequately provide for or recognise the importance of Port Taranaki to onshore renewable generation projects. Immediate recognition of emerging demand for port laydowns and associated infrastructure, and provision for associated funding over the relevant 10-year horizon, is required to stand-up such projects and accompanying economic investment.

Port Taranaki has acknowledged that significant upgrades to port infrastructure are required to support the marshalling activities required for wind farm development, particularly including levelling large areas for storage, strengthening wharves and reclaiming areas of the seabed for additional berthing space³. Repowering and new wind sites require larger turbines to ensure wind generation remains commercially feasible, demanding need for the laydown of larger blades and heavier components delivered by larger commercial ships. The Draft RLTP further acknowledges⁴ that further procurement of quayside and hinterland laydown areas is vital to benefit the Region from 'Power to X' opportunities. There is no follow-through commitment in the Draft RLTP to engage in the rapid development of such infrastructure despite Port Taranaki highlighting the critical path of this infrastructure⁵.

Comparative to the 2-3-year timeframe for onshore sites to undergo repowering or commence construction, the 2030 construction timeline indicated for both Taranaki Offshore Partnership and Waikato Offshore Wind highlights a disconnect in when such infrastructure should be planned and delivered when it is vital to both forms of development where existing capacity is being explored.

All parties are clear that such projects require a regulatory framework in place and commercial agreements, which are signalled through the Government's new Fast-track Approvals Bill and recent announcement to amend the statutory processing timeframe for Overseas Investment Office applications that involve either national interest decisions or significant business assets. By TRC committing to funding and seeking alternative funding sources to support investment in the Blue Highway, the Council will be sending a clear signal to the Government and the wind generation industry that it is serious about promoting wind as a key renewable energy source and helping provide a transition for Taranaki.

Ultimately, the development of infrastructure that both parties identify as needed for offshore wind, if progressed under urgency, has the potential to support the real demand for such capacity by onshore developers and promote significant investment into renewable generation in Taranaki, achieving social and economic wellbeing for the Region's communities.

¹ Section 14, Land Transport Management Act 2003.

² Issue 2, pg. 38

³ <https://www.porttaranaki.co.nz/news/offshore-wind-opportunity-too-important-to-let-sail-past/>

⁴ Refer footnote 2.

⁵ Refer footnote 3.



Alignment with the Land Transport Management Act 2003

It is NZ Windfarms position that the current Draft RLTP does not achieve the purpose of the LTMA. This position is based on the following observations:

National Energy Efficiency and Conservation Strategy 2017-2022

- The NZEECS sets an overarching policy framework for the promotion of energy efficiency, conservation and the use of renewable sources of energy. The NZEECS sets out three targets – the first relating to industrial emissions, the second to the use of electric vehicles and the third to the use of renewable energy. The Draft RLTP at present takes into account only the second matter (as shown in the statutory analysis at Appendix X). The NZEECS however seeks to recognise the importance of renewable energy and focusses on making investments and decisions that will continue unlocking New Zealand’s energy productivity and renewable potential – assisted through increasing uptake of technologies and additional generation capacity; a pathway for achieving economic growth and climate change goals.
 - NB: This is in addition to New Zealand’s first Emissions Reduction Plan under the Climate Change Response Act 2002 not referenced by the LTMA but requires the Government to accelerate the development of new renewable electricity generation across all economy to support electrification of other sectors. TRC has an opportunity to establish a Working / Steering Group to achieve Port Taranaki upgrades at an accelerated rate.
- The Draft RLTP does not directly identify, provide or reference an available funding mechanism by which TRC will focus investment on Port Taranaki, facilitating the expansion of the Blue Highway’s capacity, and capabilities for servicing onshore renewable developments. Further amendment to the strategic policy mechanisms at Section 3 of the Draft RLTP and inclusion of onshore renewable generation into the recognised Crown funding schemes outside of the National Land Transport Fund will support recognition of and provision for development of existing renewable capacity in Taranaki and the wider Central / Lower-North Island area; activities of inter-regional significance.

National Policy Statement on Renewable Electricity Generation 2011

- The National Policy Statement on Renewable Electricity Generation 2011 (**NPS-REG**) has a primary objective to recognise the national significance of renewable electricity generation activities by providing for the development, operation, maintenance and upgrading of new and existing renewable electricity generation activities, such that the proportion of New Zealand’s electricity generated from renewable energy sources increases to a level that meets or exceeds the New Zealand Government’s national target for renewable electricity generation. Policies C and C1 require that regard is to be had to the logistical practicalities associated with generation and the need for such infrastructure where renewable energy resources are available.
 - A further proposed update to the NPS-REG was released in April 2023, Policy 1 of which seeks to recognise the benefits of renewable electricity generation activities at national and regional scales, and Policy 2 requiring persons to enable timely and efficient renewable activities while recognising and providing for their operational and functional needs (amongst other matters).
- There is no clear provision for the further development, upgrade or provision of infrastructure or direction to District Councils when such infrastructure is required within the Draft RLTP. Further investment into and expansion of internal Port infrastructure is required in the short term (3 years) to provide for New Zealand’s repowering and expansion of inter-regional wind farms serviced by Port Taranaki in order to avoid constraints and delays to the development of such sites in the 10-year term.

Regional Policy Statement for Taranaki 2010

- The Regional Policy Statement for Taranaki 2010 (**RPS**) sets out the strategic direction for integrated resource management within the Region. Section 14 sets out three issues, supporting objectives, and policies for the sustainable management of energy. Within these issues, the RPS specifically acknowledges that ‘at the utility scale, wind energy is one [source of commercially viable renewable energy] that is likely to be given effect to in the coming years. Parts of the Region contain good in-situ wind resources as well as land capacity for wind energy facilities’⁶, and ‘to promote the sustainable management of energy it is necessary to promote an

⁶ Regional Policy Statement for Taranaki 2010, pg. 111



adequate supply [...]. It is also necessary to promote renewable energy and efficiency in the production, use and transmission of energy.’

- It is one of the functions of TRC and all regional councils under the RMA to achieve the strategic integration of infrastructure with land use in a manner that will assist in the efficient production, transmission, and supply of electricity. TRC acknowledge this through ENE Objective 3 that specifically requires the Council and District Councils to increase efficiency in the development, use and production of energy, expanding to ‘provision’ for these activities under ENE Policy 17. TRC further identifies at ENE Method 1 that it will advocate at Central Government for support to facilitate development in order to enable New Zealand to meet its energy needs.
- The Draft RLTP does not provide any strategic policy mechanisms under Section 3 that specifically support or recognise the interim need for onshore renewable generation facilitated by Port infrastructure, or identify any funding mechanisms under Section 6 to promote the development of such infrastructure in a manner that acknowledges the regional significance of such infrastructure; particularly over the 10-year horizon of the RLTP’s investment priorities and the immediate demand for such infrastructure.

Draft Government Policy Statement on Land Transport 2024-2034

It is acknowledged that at the time of publication of the Draft RLTP, the Coalition Government’s Draft Government Policy Statement on Land Transport 2024-34 (**GPS**) has been released for consultation and has amended the strategic priorities for the land transport network. While not final, the Draft RLTP’s strategic alignment at Section 4.3 and programming and funding of activities at Section 5 require review and amendment to better align with national direction, including reallocation of funding of ‘Road to Zero’ derived projects at a pre-implementation and property stage to those that align with the new GPS strategic priorities at Section 3, being:

- Economic Growth and Productivity
- Increased maintenance and resilience
- Safety
- Value for money.

Upgrades at Port Taranaki to achieve the matters outlined in this submission will better align the Council’s current direction for transport investment with Central Government priorities.

Recommended Amendments to the Draft RLTP as Notified

To give adequate regard to these matters, NZ Windfarms requests the Regional Transport Committee (**RTC**) amend the Draft RLTP as follows:

Table 1: Schedule of Proposed Amendments

Section	Subsection	Relief Sought
3	3.4, Objective 1	Add new Policy I4 (supported by existing methods) as follows: <u>Actively promote the development of Port Taranaki and Blue Highway transport infrastructure in an integrated manner with the land transport network, with a particular focus on supporting land use change that demonstrates potential emissions reductions and managing the effects of climate change.</u>

⁷ RPS, pg. 112



3	3.4, Objective 2	Amend the following measures (methods) to give greater effect to Policies G1 and G2 as follows: <u>RTC advocacy with Central Government and/or relevant crown entities RCA's ensuring a fit for purpose standard of transport infrastructure, including sea and inland port infrastructure, that will not only maintain but also enhance economic development including renewable energy development in the region.</u> And: RTC recognising the role of an effective, efficient, integrated land and sea transport infrastructure to lead or promote continued economic development and investment in agriculture, forestry, mining and quarrying (particularly oil and gas), engineering and tourism, <u>with particular recognition of renewable energy generation developments and the significant socio-economic benefits of renewable energy generation to the region.</u>
3	3.4, Objective 6	Add new measure (method) to give effect to Policy E4 as follows: <u>RTC will actively promote and support advocacy for and encourage TRC, central and local government contributions of funding toward, investment in the 'Port Taranaki – Quayside and Hinterland Upgrades' and the Region's Blue Highway to support further inter-regional renewable energy exploration, use and development.</u>
5	5.3, Table 8	Add new activity 'Port Taranaki – Quayside and Hinterland Upgrades' to the regionally significant activities proposed for funding schedule as a Priority activity.
5	5.4	Addition of 'Port Taranaki – Quayside and Hinterland Upgrades' as a new activity of inter-regional significance given its role in facilitating renewable energy use and development in the Central and Lower-North Island.

Any other, further or similar relief which will effectively address and achieve the matters raised in this submission along with any necessary consequential amendments to Sections 1 (Introduction), 2 (Strategic Content – Our Region), 6 (Funding the Plan) and Appendices I, II and IV of the Draft RLTP.

Summary

NZ Windfarms thanks TRC for the opportunity to submit on the Draft RLTP for Taranaki 2024/25 – 2026/27.

New Zealand's wind industry is at a current regulatory stage where large scale repowering activities of existing onshore wind farms, and the construction of new onshore wind farms, will progress under enabling legislation and environmental frameworks over the next 10-years. Many of these sites are located within the Manawatū-Whanganui Region and are dependent on reliable port infrastructure at Port Taranaki and integrated land transport infrastructure (e.g., laydowns) at the inter-regional scale. The demand for port upgrades to meet the need of these current and future wind developments which are recognised as urgent by key stakeholders, are not presently funded or recognised by the strategic framework of the Draft RLTP and as such the effects of delays and lack of capacity will impact on the realisation of economic benefits flowing from such development within these Regions.

NZ Windfarms welcomes and encourages further engagement between TRC, Port Taranaki, Venture Taranaki, Waka Kotahi NZ Transport Agency, Industry Representatives, the Ministers for Transport, Infrastructure and Regional Development and any other relevant key stakeholders to continue to recognise and promote the immediate need for national allocation and investment in Port Taranaki and onshore infrastructure for existing and forecasted onshore renewable generation activities in the immediate 2-3-year period, and beyond to 2030.

NZ Windfarms is happy to join in on any such discussions and or to speak to this submission should that be helpful.

Contact details for NZ Windfarms are as follows:



NZ Windfarms Limited C/- Aurecon New Zealand Limited

Attn: Stephen Gascoigne

Email: Stephen.Gascoigne@aurecongroup.com

Phone: 021 022 32894



Contribution ID: 95
Member ID:
Date Submitted: Mar 15, 2024, 12:06 PM

Q1 What do you think of this vision?

Long Text

A successful outcome would be when people who would otherwise be "stranded in their locality" (for any number of reasons: financial, physical disability, inability to drive, school and college kids without transport means, etc.) are able to depend on a reliable, cost effective and regular public transport service.
 If it has to be subsidised by others more fortunate who are able to use their own personal means of transport. then this should be supported. Remember, ANYONE can become a public transport patron when their circumstances change.
 A good public transport system should be a "greater good" initiative, just like it was in Belgium where I lived for 20 years.

Q2 What do you think of the targets?

Long Text

Excellent starting targets. There should be regular pre-defined progress reviews to adjust targets as required, with the aim of increasing/improving public transport.

Q3 What order should these priorities be in?

Ranking

A step-change in public bus services from October 2025
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Further work on the New Plymouth Integrated Transport Framework

Q4 Your comments on the priorities:

Long Text

Important as they are for safety, don't be blinded by the needs of private car users and road haulage operators who will wish for a never-ending supply of money for roading projects?
 Better utilised public transport means less is needed for more/bigger roads?

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

As mentioned before, if you believe in "greater good" then public funding is well used for public transport (and encouraging a more active lifestyle).

Q6 Your comments on any other issues:

Long Text

Don't let the road hogs dominate the story.

Q7 First Name

Short Text

Richard

Q8 Last Name

Short Text

Sheldrake

Q9 Email address

Email

richardsheldrake@yahoo.com

Q10 Phone number

Telephone

021656705

Q11 Address

Long Text

142 Veale Road
 RD1
 New Plymouth 4371

Q12 **Would you like to attend the hearing?**

Multi Choice No



Federated Farmers of New Zealand

Submission to Taranaki Regional Council on: Draft Taranaki Regional Land Transport Plan 2024-27

15 March 2024



0800 327 646 | **FED FARM** .ORG.NZ

SUBMISSION ON: DRAFT TARANAKI REGIONAL LAND TRANSPORT PLAN 2024-27

To: *Taranaki Regional Council*

Name of submitter: Federated Farmers of New Zealand, Taranaki Province

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Introduction

- 1 Federated Farmers thanks Taranaki Regional Council for the opportunity to submit on the *Draft Taranaki Regional Land Transport Plan*.
- 2 Federated Farmers of New Zealand is a voluntary, primary sector organisation that represents farming and other rural businesses. Federated Farmers has a long and proud history of representing the needs and interests of New Zealand farmers and their communities.
- 3 Federated Farmers aims to add value to its members' farming businesses by ensuring that New Zealand provides an economic and social environment within which:
 - Our members may operate their businesses in a fair and flexible commercial environment;
 - Our members' families and their staff have access to services essential to the needs of the rural community; and
 - Our members adopt responsible management and environmental practices.
- 4 The economic importance of the agricultural sector to New Zealand's economy is well recognised. Its direct and indirect contribution to New Zealand's economy is about 15%. Land-based primary sector exports comprise over 70% of New Zealand's total exports. Any legislation or regulation which affects farm businesses has the potential to also impact, positively or negatively, on district, regional and national economies and social structure.
- 5 Effective and efficient transport systems are vital to the primary sector, to enable the delivery of goods and services to rural businesses and to deliver produce to processing facilities, markets and ports. The maintenance and development of these systems is vital to sustain the regional and national economies and to maintain social cohesion in rural areas.
- 6 This submission was developed in consultation with the members and policy staff of Federated Farmers. It is important that this submission is not viewed as a single submission, but as a collective one, that represents the opinions and views of our members.
- 7 Federated Farmers acknowledges any submissions from individual provinces or individual members of Federated Farmers.

Key Feedback Points

- 8 Federated Farmers supports the Plan's vision but greater focus on rural networks is essential to support wellbeing and economic prosperity. The rural roading network is critical infrastructure enabling social connectivity and economic activity for rural communities and businesses. Investment in rural networks must be prioritised.
- 9 Rural bridge maintenance and resilience to flooding is crucial, as evidenced by recent National events cutting off rural communities. Extreme weather events are increasing, making resilient bridges and infrastructure vital. Targeted upgrades of rural bridges are needed to maintain access during floods.
- 10 Forestry traffic is severely damaging local rural roads. Rail and other solutions must be explored urgently where viable. The increase in logging truck traffic is overwhelming rural roads not built for heavy vehicles. Alternative transport modes like rail must be supported to mitigate damage and costs.
- 11 Public transport improvements should increase choices but remain affordable and practical for rural areas. While public transport improvements are positive, solutions must consider rural constraints like distance and recognise private vehicles remain essential for rural mobility.
- 12 Federated Farmers agrees that the current levels of road network maintenance and renewals are inadequate across the Taranaki region. This is especially true for secondary roads, funded by a combination of central government (Waka Kotahi NZTA – proportion determined by the Financial Assistance Rate) and local government finance.
- 13 Transition to low emissions transport must not unfairly disadvantage rural communities and businesses. The transition must be staged incrementally as technology matures to avoid undue costs. Rural areas require transport affordability and practicality.
- 14 Federated Farmers agrees with the statement that that our road freight sector is efficient, reliable and relatively low cost, and will remain the dominant mode for moving goods into the future.
- 15 Funding allocation processes should be transparent and account for different sectors' economic contributions.

Detailed feedback

Economic Significance of Primary Industries

- 16 Primary industries are the backbone of Taranaki's economy. Primary industries accounted for the largest proportion of GDP (25.1%) in Taranaki Region, which is higher than in the national economy (5.7%)¹. These industries, including dairy, sheep, beef, and forestry, employ 11.3% of the workforce directly, increasing to 18% with flow-on jobs.² Around two-thirds of freight on New Plymouth District Council roads alone is generated by primary industries.³ These key exporting sectors generate prosperity through efficient transport links, enabling the agricultural supply chain to thrive.

Maintenance and Upgrades of Rural Roads

- 17 Many rural roads, bridges, and culverts are inadequate for modern transportation needs, requiring upgrades for resilience and safety. Rural roads must be widened, strengthened, and improved with better foundations, surfacing, and sealing to accommodate heavier loads and increased traffic. Undersized bridges and culverts need upsizing, with improved drainage and scour protection, to enhance flood resilience. Well-maintained rural infrastructure enables economic prosperity, with research showing every \$1 spent on New Plymouth District roads generates \$1.67 in the Taranaki economy.⁴ Rural roads also provide social connectivity for isolated communities, necessitating a minimum service standard and proactive maintenance to maximise return on investment.

¹ Taranaki Region Annual Economic Profile 2023, Infometrics Venture Taranaki, 2023, pg 5.

² Ibid, Pg 15

³ Economic Value of New Plymouth District Infrastructure Assets, BERL Report, 2019, pg 20

⁴ Ibid, Pg ii

Public Transport

- 18 While increased public transport spending is worthwhile, rural realities like dispersed populations and long distances must be considered. Traditional fixed-route bus services have limitations in rural areas due to sparse populations. On-demand public transport trials may improve rural access if affordable and supported by sufficient population density. Fare incentives like weekly/monthly caps for frequent passengers could improve public transport appeal, as could a national integrated ticketing system.

Active Travel

- 19 Active travel initiatives have limited rural utility given dispersed populations and lack of dedicated infrastructure. Rural regions typically lack cycling lanes, pedestrian walkways, and other facilities to support active modes of travel. The long distances between rural population centres constrain walking/cycling for transportation. However, recreational trails in rural areas can provide health and leisure benefits to rural communities, provided there is engagement to tailor them to local needs.

Freight Transportation

- 20 The increase in forestry harvesting is severely damaging local rural roads not designed for heavy logging trucks. Solutions must be urgently explored, including increased rail transportation where viable, to mitigate forestry impacts on inadequate rural roads. Central government must assist councils with costs of forestry road damage, and alternatives like coastal shipping require major investment to be cost-competitive and incentivise voluntary mode shift.

Climate Change

- 21 Climate change is increasing severe weather risks like flooding, which threatens transport networks, particularly vulnerable rural bridges crossing major rivers. Infrastructure upgrades and alternative routes are needed to build resilience at key bridges and provide contingencies if primary crossings fail during major flood events.

Funding

- 22 Significant investment is required for maintenance, upgrades, and new infrastructure, but councils face budget constraints. Increasing the Financial Assistance Rate would ease pressure on councils to fund local roads. New funding tools, like user-pays systems that align costs with service beneficiaries, are ultimately needed. Funding allocation processes should recognise different industries' economic value and ensure rural ratepayers do not subsidise urban initiatives they cannot access.

Rural Community Engagement

- 23 Ongoing community engagement and collaboration are vital when implementing the Regional Land Transport Plan. A dedicated rural advisory group would provide a forum for farmers and rural businesses to actively contribute to transport planning decisions, ensuring rural perspectives are incorporated and the Plan adapts to evolving rural community needs. Rural contractors' local knowledge can also help prioritise projects.

Strategic framework

Vision

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

- 24 The vision should explicitly reference the importance of an 'efficient' land transport system, as sought by the Land Transport Management Act 2003. Efficiency in rural freight networks is vital for enabling economic prosperity.
- 25 Greater focus is required on the role of the rural network in supporting regional economic activity. The vision needs to emphasise the importance of rural connectivity for key exporting sectors like agriculture and forestry.

- 26 'Connected region' should highlight the need for reliable rural freight links between farms, processing facilities and external markets. These connections underpin the agricultural supply chain.
- 27 'Liveable places' only focuses on urban areas. The vision should be inclusive of thriving rural communities also being supported by transport networks. Reference should be made to the links between rural communities being enhanced, not just urban areas. Rural roads provide social and economic connectivity.
- 28 Overall, the vision must give greater prominence to the prosperity and wellbeing of rural communities and businesses enabled by efficient local road networks. This would provide better balance considering the economic importance of rural industries. Federated Farmers suggests the following amendments:

“A vibrant, resilient and connected region, enabled by an efficient, fit-for-purpose, and safe rural and urban transport network that supports economic prosperity and the wellbeing of all communities.”

Issue 1: Ensuring a regionally and nationally integrated transport network

- 29 Federated Farmers agrees that integrated transport planning across agencies, modes and boundaries is important. However, this integration must genuinely account for the distinct needs of rural communities and the agriculture sector rather than prioritising urban perspectives.

Objective 1

- 30 We support this objective's aim of an integrated and collaborative approach maximising transport effectiveness. However, it must ensure effective integration of rural freight needs and agricultural productivity requirements.
- 31 The objective should explicitly emphasise protecting key transport connections with lifeline functions for rural economies and communities from being compromised through urban-centric integration efforts.

Policies

- 32 The "one network" policy managing all modes in an integrated manner has merit, but must properly incorporate rural road freight as the critical mode for agricultural logistics, not treat it as a lower priority.
- 33 We have concerns that the policy ensuring standards support land use changes could come at the expense of retaining appropriate road freight levels of service essential for existing primary production in rural areas.
- 34 A specific policy is needed prioritising the integrated maintenance and resilience of key rural road freight routes of economic importance to the agriculture sector.

Measures

- 35 Measures on land use/transport integration through spatial planning must effectively consult rural stakeholders to identify and prevent any disadvantaging of agricultural accessibility and freight connectivity.
- 36 Regional transport cooperation between agencies should explicitly include rural industry groups like Federated Farmers to ensure genuine integration of agricultural freight requirements.
- 37 Taking a "one network" approach is supported if it enhances overall network efficiency benefiting rural road freight supply chains, rather than compromising them through modal prioritisation inappropriate for dispersed rural contexts.
- 38 Recognising a transport hierarchy should not come at the expense of retaining appropriate road freight levels of service and priority on key rural routes serving the agriculture sector's needs.

- 39 Overall, while supporting integrated planning in principle, we urge the regional council to include specific objectives, policies and measures ensuring the integrated transport network retains a resilient and appropriately prioritised road freight network enabling the safe and efficient movement of rural agricultural goods and machinery without compromise. Failure to fully incorporate genuine rural perspectives and freight logistics requirements risks integration efforts disadvantaging the transport needs of the region's economically vital agriculture sector.

Issue 2 - Facilitating sustainably and fiscally responsible economic development

- 40 Federated Farmers strongly agrees that the transport system must adequately support economic opportunities and the efficient movement of goods for the agriculture sector.
- 41 Taranaki's agriculture and dairy sectors are major economic contributors, so ensuring reliable freight connections to markets is vital for ongoing productivity and growth.
- 42 The proposed East-West multi-modal corridor linking Taranaki to major production regions could provide significant economic benefits if it enhances freight connectivity and resilience.
- 43 However, any growth in coastal shipping and rail freight must not come at the expense of also maintaining a robust road network crucial for rural accessibility.

Objective 2

- 44 We support this objective of enabling economic wellbeing through a reliable land transport system, as this aligns with our members' interests.
- 45 However, the objective should explicitly recognise the importance of robust road freight connections for the agricultural sector's economic contribution.

Policies

- 46 We agree with policies aimed at removing constraints and focusing on effective strategic corridors, which will assist agricultural freight movements.
- 47 Federated Farmers support policy to ensure roads serving the productive sector are fit for purpose to accommodate heavy vehicles, machinery and equipment.
- 48 But there needs to be a specific policy prioritising maintenance and resilience of key rural road freight routes serving farms and production areas.

Measures

- 49 We support measures by RCAs to maintain infrastructure fitness for economic development, especially ensuring roads can handle agricultural machinery and trucks.
- 50 Federated Farmers would like to see an explicit measure identifying and protecting key rural road freight routes of economic importance for the agriculture sector's market access.
- 51 We agree that incremental network improvements are vital, but there must be measures enabling substantial upgrade programs for deficient higher volume rural road freight routes.
- 52 We support investigations into inland port/freight hubs if they facilitate better multi-modal integration benefiting rural freight movements. But measures promoting mode shift to rail/coastal shipping must account for inevitable ongoing heavy rural road freight needs unable to be transferred.
- 53 Overall, while supporting policies enabling economic development, we emphasise the sustainable land transport solution is a multi-modal network maintaining fit-for-purpose road freight connections crucial for the agriculture sector's economic contribution, rather than an imbalanced shift overburdening other modes at the expense of rural road resilience.

Issue 3 - Reducing the safety risk on Taranaki's transport network

- 54 Federated Farmers acknowledges road safety is important for all users, including rural communities and those operating heavy vehicles like trucks and farm machinery on rural roads.

Objective 3

- 55 While we support this objective's overall intent of protecting people and promoting active travel options, it needs to be balanced against still enabling the safe and practical movement of larger agricultural vehicles when considering design treatments and traffic management plans. A one-size-fits-all approach prioritising urban-style policies could negatively impact rural productivity.
- 56 The objective should differentiate between urban and rural contexts, as the potential for widespread uptake of active travel is very limited in remote farming areas due to long travel distances and low population densities.

Policies

- 57 We support policies promoting targeted infrastructure safety improvements on strategic road freight routes heavily utilised by trucks and agricultural machinery accessing farms, processing facilities and markets.
- 58 We agree with policies reducing risk at intersections or locations with identified conflicts between heavy vehicles and other users. However, solutions must properly factor in the realities and needs of rural freight transportation.
- 59 While supporting the overall aims of the Road to Zero National Road Safety Strategy, specific policies to achieve those aims must differentiate urban and rural contexts regarding appropriate safety treatments to avoid disadvantaging rural areas.

Measures

- 60 Measures increasing passing opportunities through additional flush medians or slow vehicle bays could improve efficiency and safety for rural freight movements, which we would support.
- 61 Geometric road alignment improvements like curve widening also have potential to benefit the operation of heavy vehicles, which is positive for rural freight productivity.
- 62 However, we would have concerns about measures aimed at reallocating road space or giving greater prioritisation to active transport users like pedestrians/cyclists over heavy vehicles on rural roads identified as key freight routes for the agriculture sector.
- 63 Any measures reviewing speed limits with the intent of reducing them on rural roads must very carefully consider the productivity impacts on time-sensitive farm operations relying on efficient transportation of goods, livestock and machinery. Overly low rural limits could severely disrupt farming practices.
- 64 We support measures encouraging educational efforts and promoting safe sharing of rural roads between all users, including highlighting the presences of slower moving farm vehicles to other motorists.
- 65 Overall, while we back targeted efforts to improve legitimate safety deficiencies, we urge preventing any measures that could unnecessarily impede the ability of rural freight transportation to move efficiently or that unfairly prioritise urban-centric active travel considerations over agricultural vehicle accessibility on key rural roads which are working freight routes. Safety treatments need a balanced, context-specific approach respectful of rural needs.

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

- 66 Federated Farmers acknowledges the importance of transport accessibility for enabling community participation and access to services. However, the needs and realities of rural

communities with dispersed populations must be accounted for, including their heavy reliance on private vehicles as other modes are often not viable options.

Objective 4

- 67 While we support this objective's vision of an accessible multi-modal system connecting communities, it must recognise the geographic constraints limiting travel choice in remote rural areas.
- 68 The objective should differentiate between urban and rural contexts, as the ability to provide economically sustainable public transport services is extremely challenging across the scattered farming populations.
- 69 Any people-focused transport system must prioritise maintaining reliable private vehicle access for those in rural areas without other practical options yet available.

Policies

- 70 We agree with policies protecting accessibility of the transport system for all people to access services and participate in communities. However, this cannot come at the expense of reducing accessibility for rural residents and businesses heavily dependent on roads and private vehicles.
- 71 Policies optimising existing network capacity through travel demand management should account for situations where mode shift away from private vehicles is extremely limited in practice for rural areas with negligible services or infrastructure supporting alternatives.
- 72 While promoting travel options besides private cars is reasonable for urban areas, rural areas often have no genuine choice yet available, so policies must reflect this reality rather than appearing to disadvantage those with no alternatives.

Measures

- 73 We support measures by councils ensuring transport infrastructure provides appropriate access to key services and facilities like hospitals for rural communities. This relies on prioritising resilient road connections.
- 74 However, measures developing greater travel choices and reducing private vehicle reliance must distinguish between urban and rural contexts. Forcing alternative modes is ineffective for isolated rural areas currently lacking public transport feasibility.
- 75 Measures providing commuter options between communities could assist some rural-urban travel if options like park-and-ride facilities are considered in rural hubs to enable efficient combined transport. But private vehicle accessibility must still be maintained.
- 76 Any measures auditing needs should properly consult rural stakeholders to avoid urban-centric assumptions disadvantaging those in remote locations without access to multi-modal choices yet.
- 77 Overall, while accessibility and travel choice is strongly supported as an objective, any policies and measures must properly account for the transport realities facing rural communities who remain heavily reliant on private vehicles with minimal alternative options currently available due to the dispersed nature of rural populations and long distances involved.

Issue 5 - Ensuring network resilience including to climate change

- 78 Federated Farmers strongly agrees that lack of resilience in the rural transport network poses major risks of isolating remote communities and farms during adverse events like flooding or storms. Recent weather events have exposed vulnerabilities.
- 79 Climate change is increasing the frequency and severity of extreme weather like intense rainfall and flooding. Rural infrastructure like bridges, low-lying roads and culverts are particularly susceptible to climate impacts.

- 80 Many rural roads and bridges were built decades ago to standards ill-equipped for modern freight volumes and loading from heavy vehicles like logging trucks. This aging infrastructure has reduced resilience.
- 81 Upgrades to strengthen resilience by flood-proofing bridges, raising road levels, improving drainage and investing in more durable materials must be prioritised for deficient rural infrastructure on key agricultural freight routes.
- 82 Duplicate routes or contingency alternatives should be established for critical rural lifeline connections across rivers/streams in case of bridge failure during floods. Loss of key crossings severely impacts rural accessibility.
- 83 Network resilience is vital for ensuring rural economic activity and community wellbeing can endure disruptions. Preventing isolation should be a top priority.

Objective 5

- 84 Federated Farmers supports Objective 5's intent of improving transport network resilience and responsiveness to climate change as crucial for the agriculture sector.
- 85 However, the objective should explicitly emphasise protecting routes and infrastructure with lifeline functions for rural communities and businesses.

Policies

- 86 We agree with policies aimed at improving resilience of infrastructure like bridges known to be vulnerable to flooding/erosion risks, particularly those servicing rural areas.
- 87 A specific policy prioritising resilience upgrades and alternative contingencies for key rural lifeline routes and connections should be included.

Measures

- 88 Federated Farmers support measures to comprehensively identify potential resilience deficiencies across all rural infrastructure that could isolate communities during events.
- 89 We advocate for explicit measures to strengthen high-risk rural bridges through raising heights, improved drainage, widening and use of robust materials.
- 90 We would like to see measures added to establish viable alternative routes or contingency plans for rural areas if critical bridges or lifeline connections are compromised.

Issue 6 - Reducing environmental impacts

- 91 Federated Farmers acknowledges the importance of reducing transport emissions but emphasises rural communities have minimal alternatives to private vehicle use for essential mobility needs.
- 92 Dispersed rural populations and distances involved make traditional public transport services inviable in most rural areas. Active transport has very limited potential for rural uptake.
- 93 This lack of alternative modes means an unavoidable reliance on private vehicles for rural residents and businesses to access services and markets. Initiatives discouraging vehicle use are ineffective and punitive.
- 94 However, any transition to low-emissions rural vehicle fleets must be staged and affordable as still-developing technologies mature and become financially viable.
- 95 A balanced approach is required that does not unfairly disadvantage rural communities without reasonable transport choices beyond private vehicles.

Objective 6

- 96 While supporting the overall objective of reducing environmental impacts in principle, rural considerations regarding emissions reduction must be accounted for.

- 97 The objective and related policies/measures should differentiate the greater potential for public/active transport uptake in urban areas versus the constraints faced in dispersed rural areas heavily reliant on vehicles.
- 98 Any environmental objectives impacting rural communities must avoid disadvantaging those with no reasonable transport alternatives yet available.

Policies

- 99 Policies encouraging alternative transport choices and reducing emissions should be clearly caveated as most applicable/viable for urban areas.
- 100 Explicit policies enabling an incremental, affordability-focused transition appropriate for resolving rural private vehicle dependence are needed, avoiding unfair cost burdens.
- 101 Policies must differentiate urban/rural contexts regarding reasonable expectations for uptake of alternative modes and emissions reduction pathways.

Measures

- 102 Measures promoting alternative modes and emissions reduction should be focused on areas with sufficient population density to support public/active transport infrastructure and behaviour change.
- 103 Measures that negatively impact rural communities through costs, restrictions or limitations on essential private vehicle use should be avoided without proven, accessible and affordable alternatives first being available.
- 104 Overall, while endorsing the validity of environmental objectives, Federated Farmers advocates for policies and measures genuinely accounting for the transport realities of rural communities. A balanced, affordable and staged approach reflecting geographic constraints regarding transport choices is needed to avoid unfairly disadvantaging those with no reasonable alternatives yet to heavy private vehicle use.

Conclusion

- 105 Federated Farmers appreciates the opportunity to submit on the Draft Taranaki Regional Land Transport Plan. We look forward to ongoing collaboration to ensure the Plan meets the needs of rural communities and businesses. This will support the prosperity and sustainability of the vital agricultural sector and the wellbeing of rural Taranaki.

Leedom Gibbs
Taranaki Provincial President



Contribution ID: 98
Member ID:
Date Submitted: Mar 15, 2024, 02:16 PM

Q1 What do you think of this vision?

Long Text Sounds great after the first read then when pondering it, I realised that it is too narrow, to say only a 'safe' transport system misses all the reasons we need good transport. I had a think about it and believe it needs additional words like: accessible, sustainable, responsive and user focused.

Q2 What do you think of the targets?

Long Text While I believe safety is an important issue I think Increasing the mode shift will also bring about improvement in safety. Within the mode shift to public transport there should be mentioned passenger rail. The mode shift to passenger rail will also improve reliable connectivity. Public transport statistically reduces deaths on the road.

Therefore I suggest 'Increasing mode shift. More trips by walking, cycling and public transport both road and rail' This should be number one and that it should be given a time and percentage outcome. E,g, 20% increase in public transport by 2030.

Q3 What order should these priorities be in?

Ranking A step-change in public bus services from October 2025
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood
 Further work on the New Plymouth Integrated Transport Framework
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera

Q4 Your comments on the priorities:

Long Text I was very pleased to see the inclusion of building commercial vehicle regional safety centres! It is certainly a priority in our region with the trucks that thunder through our streets. I would imagine there are many trucks that are overweight. Thank you for this inclusion it will be welcome by many I am sure.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text There is most definitely justification for making our transport networks resilient. One of the very obvious ways is to strengthen the rail corridors both SOL and MNPL . Rail may some day be a real life line for us living out here under a dormant volcano. Now would be the common sense time to revitalize our rail networks and introduce passenger rail on both lines.

Q6 Your comments on any other issues:

Long Text I have very carefully read the Draft Regional Land Transport Plan and noticed the beginnings of looking to rail as a solution to improving our transport here in Taranaki.

On page 40 looking at the RTC with Kiwirail to encourage greater utilisation of the rail corridor seemed to be written as a bit of an after thought or something we could do. It would be useful to make something more concrete in the plan for rail. Like an action point 'To conduct a feasibility study on the reintroduction of passenger rail on both the MNPL and SOL.'

On page 48 it is also mentioned RTC promoting the retention and maintenance of the SOL railway line to enable future opportunities to be realised. This is most certainly a step in the right direction for the resilience of Taranaki having a rail link through to the Northern line. It would be helpful if the word 'promoting' was clearer and more directive to actually bring about the desired results. It could read something like 'Working with Kiwirail to retain...etc.' rather than a vague promote.

In conclusion I would like to say that the document has raised my belief that TRC is looking at real ways to truly help the transport system in Taranaki and to that end I am very thankful. All I would like to see is a real tangible target setting plan for getting passenger rail past the paper into reality.

Thanks for the opportunity to make comment.

Q7 First Name

Short Text Louise

Q8 Last Name

Short Text James

Q9 Email address

Email ljames@orcon.net.nz

Q10 Phone number

Telephone 021 450 580

Q11 Address

Long Text 210A Tukapa Strett
Westown
New Plymouth 4310

Q12 Would you like to attend the hearing?

Multi Choice Yes

The Future is Rail – Taranaki

trainstaranaki@gmail.com

Submission to Taranaki Regional Council on Draft Regional Land Transport Plan 2024/25-26/27

15 March 2024

Introduction

1. The Future is Rail – Taranaki is a public interest group working towards returning passenger rail to Taranaki. We formed after a public meeting in New Plymouth in 2023 which showed good support for rail in Taranaki. We have an email list of 67 and a Facebook page of 81 members. We are affiliated with the nationwide The Future is Rail organisation, previously known as Save Our Trains[1]. The nationwide The Future is Rail organisation is also making a submission largely covering higher-level matters.
2. We broadly support the draft Regional Land Transport Plan (RLTP) with recommended changes as follows.
3. We have often recommended ensuring rail is explicitly mentioned in the plan where it could be relevant. These mentions matter because KiwiRail's CEO Peter Reidy has said – including at the Future is Rail: Reconnecting Aotearoa conference 2023[2] – that KiwiRail will only work with Regional Councils if rail plans are specified in their transport plans.
4. We endorse the finding on page 19 that rail is underutilised in Taranaki and that the community would like to see passenger rail and far greater use of rail for freight, particularly logs. We would like to see the final RLTP give concrete plans to realise these community aspirations.
5. We appreciate the different means for planning and prioritising roads versus rail makes ensuring a good balance of cost-effective, safe, sustainable transport options hard. Regional Transport Committees (RTCs)

consider what's best for Taranaki economically, environmentally and socially when it comes to roads, but KiwiRail considers only "customer demand". RLTPs are one way to communicate to government that today's fragmented and unbalanced transport planning approach must change.

Vision

6. The proposed vision of "a vibrant, resilient and connected region, with a safe transport system enhancing liveable places: is a great start. It would be strengthened by adding "sustainable and accessible" and changing "liveable places" to "liveability for communities", so reading *"A vibrant resilient and connected region, with a safe, sustainable and accessible transport system enhancing liveability for communities."*
7. "Liveability" has a holistic and clearly defined meaning found in New Zealand Transport Agency's report (September 2020), "Transport Impacts on Wellbeing and Liveability"[3], which provides guidance for transportation planning that achieves fairness, neighbourliness, respect, community identity, pride, fitness, and health.

Targets

8. The draft RLTP proposes three targets to help achieve the vision:
 - Improving safety. A 40% reduction in deaths and serious injuries.
 - Increasing mode shift. More trips made by walking, cycling and public transport.
 - Improving reliable connectivity. Less travel disruption for road traffic.
9. We support these targets, but to ensure they are achieved, they must each include a specific, measurable goal. An example of a specific, measurable target: *"Increasing mode shift: A 20% decrease of trips made by private vehicle or a 300% increase in walking, cycling and public transport trips by 2035."*

10. There is no target that relates to the RTC's stated goal of supporting and promoting more use of rail for freight. An fourth target could be, *"Increased use of rail for freight. A 50% increase in annual rail freight volumes carried within the region by 2027."*

Immediate priorities

11. We believe the upcoming project priorities should be in this order:

1. A **step-change in public bus services** from October 2025, subject to a business case – including investigating and trailing passenger rail.
2. Further work on **New Plymouth Integrated Transport Framework**. This Framework includes a passenger rail feasibility study for the New Plymouth District.
3. Building **two new commercial vehicle regional safety centres**. Our Official Information Act enquiries showed Police detected 12 overweight trucks in Taranaki in one year. This figure will represent a tiny proportion of overall violations, as detecting overweight trucks currently relies on Police pulling the driver over for other reasons. More commercial vehicle safety centres will reduce the viability of overweight trucks, and so increase the use of rail for freight.

12. Our feedback on policies in the strategic framework summary:

- Integrated (I2): We support the plan to "develop all modes of transportation in an integrated manner." This policy would benefit by itemising modes (walking, biking, road, rail, sea and air) for clarity.
- Enabling (G2, 3 and 4): We agree there should be a "focus on efficient and reliable strategic road and rail corridors, particularly between inter-regional ports", but "ports" may imply focus only on inter-regional freight. Policy G3 does not mention rail being a "viable avenue for tourism and the productive sector", but G4 aims to "protect and promote the existing rail sector". We suggest a single policy covering G3 and G4 to ensure rail is not overlooked when planning for tourism and the productive sector.

- Safe & Healthy People (S1, 2 & 3): We applaud these policies around making our region’s transport safe. We recommend including a further policy, S4: “Promote rail as a safe form of transportation.” Multiple peer-reviewed studies have shown passenger rail is around 20 times safer than driving, including Litman, T (2014) “A New Transit Safety Narrative”[4] and Savage, I (2013) “Comparing the Fatality Risks in United States Transportation Across Modes and Over Time”[5].
- Accessible (A3): On policy A3 which will “Ensure a range of travel options,” it may be worth itemising the range of transport options, including rail.
- Resilient and Responsive (R1): R1 covers the need to improve resilience to geological risks and climate impacts. This is important for our region. Railway corridors are often faster repaired after disasters, as seen after the Kaikōura earthquake[6]. We must sustain and improve the Marton–New Plymouth Line (MNPL) and Stratford–Okahukura Line (SOL) because, being out on a limb, Taranaki is uniquely vulnerable, warranting a resilient and responsive rail corridor North and South.
- Environmentally Sustainable (E2): Developing an effective and efficient public transport service is an important policy, but must be clearer this could include passenger rail. A multi-functional public transport system, including rail especially for inter-regional travel, is important to public transport’s long-term sustainability and its competitiveness with driving.
- The glossary says the Regional Transport Committee (RTC) has representation from regional councils, territorial authorities, and Waka Kotahi. We recommend it also has representation from KiwiRail and residents to ensure a ‘one network’ approach as mentioned on page 40. A KiwiRail representative would also help introduce the integrated planning and funding framework for rail investment covered on page 85.

13. We were glad to read on page 48 that the RTC will promote “the retention and maintenance of the SOL railway line”, as this would have

large economic and employment benefits for the surrounding towns and country. However, the plan must give details on how the RTC will promote the SOL's retention and maintenance.

14. The mention of the RTC 'promoting' the use of rail appears several times in the plan. For the use of rail to be promoted, there must be an accessible and visible service in place.

15. We support the RTC working with KiwiRail to ensure current and future reliability of the rail network and actively encouraging greater use of the rail corridor (page 40).

Summary recommendations

16. Explicitly include both freight and passenger rail development in this plan.

17. Ensure continued improvement to the MNPL for freight, in particular logs.

18. Undertake a feasibility study for inter-regional passenger rail on both SOL and MNPL.

19. To inform the feasibility study, trial a passenger rail service with route determined by existing demand for public transport and other road transport. Overwhelming patronage on the Hawera New Plymouth "Connector" bus for example, may suggest a viable passenger rail route, but inter-regional routes should also be considered.

20. Upgrade the SOL corridor to make it accessible to future freight and passenger services.

21. Include KiwiRail and resident representation on the RTC.

Conclusions

22. The Draft Regional Land Transport Plan shows TRC has considered public feedback and incorporated many suggestions. It gives hope for a great transport future in Taranaki.

23. We note that the new draft Government Policy Statement on Land Transport suggests a shift in policy towards further investment in roads at the expense of rail, when to use and upgrade rail would bring a greater

opportunity to our province and country. High Benefit-Cost Ratios seen in many recent rail development business cases[7] demonstrates this value. However, this draft RLTP shows TRC's willingness to advocate for transport options widely supported by residents, increasing our faith in elected representatives.

24. We would also like to deliver an oral submission to elaborate on some points we have made and answer questions the committee may have. Thank you for the opportunity to comment.

[1] The Future is Rail New Zealand <https://www.allrailways.co.nz/>

[2] Future is Rail Reconnecting Aotearoa 2030 conference video <https://www.youtube.com/watch?v=-7a7xK7VsPg>

[3] New Zealand Transport Agency 2020, Transport Impacts on Wellbeing and Liveability <https://www.nzta.govt.nz/resources/research/reports/669>

[4] Litman, T, 2014: "A New Transit Safety Narrative" https://www.nctr.usf.edu/wp-content/uploads/2014/12/JPT17.4_Litman.pdf

[5] Savage, I, 2013: "Comparing the Fatality Risks in United States Transportation Across Modes and Over Time" <https://faculty.wcas.northwestern.edu/ipsavage/436-manuscript.pdf>

[6] NZTA: After the earth stopped shaking: The extraordinary story of rebuilding and improving a broken coastal corridor <https://nctir-nzta.hub.arcgis.com/>

[7] Detailed business case. Lower North Island Rail Integrated Mobility 2021 <https://www.gw.govt.nz/document/19521/detailed-business-case-lower-north-island-rail-integrated-mobility-2021/>

Draft RLTP Submission March 2024 - Inglewood Community Board.

15 March 2024

Taranaki Regional Council
Private Bag 713
Stratford 4352
Taranaki

Dear Chair and Councillors

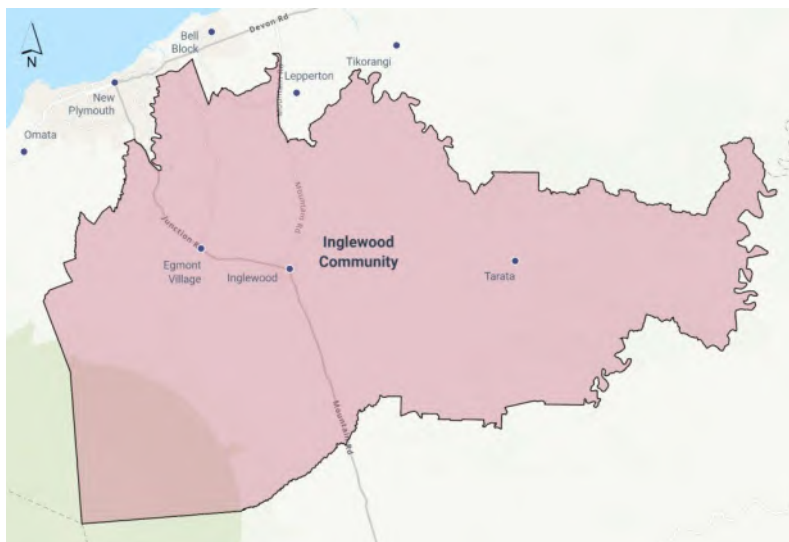
RE: SUBMISSION TO THE DRAFT REGIONAL LAND TRANSPORT PROGRAMME,
TARANAKI

From: **Inglewood Community Board**, representing Kōhanga Moa ward.

Introduction

Thank you for the opportunity to submit our feedback on the Draft RLTP. Inglewood Community Board represents over 11,000 residents of the Kōhanga Moa Ward of the New Plymouth District Council. We encompass the town of Inglewood, as well as the communities of Egmont Village, Tariki and Tarata. We also reach into the urban edges of New Plymouth and Bell Block and encompass the National Park.

Please see map below:



Our rohe contains two major state highway systems that converge inside Inglewood Township. The rest of the roading in the ward is local roads. Our public transport system is insufficient with only the Connector bus running four times a day, Monday to Friday - a known oversubscribed

Draft RLTP Submission March 2024 - Inglewood Community Board.

service which is often full when reaching Inglewood northbound. Our shared path network and cycling infrastructure is virtually non-existent.

SH3 and SH3A are the two most significant arterial routes in the Taranaki region, connecting North and South Taranaki for much of our commerce and freight/commodity movements and a large proportion of the region's access to recreation, education and work opportunities. SH3/3A are also critical inter-regional routes connecting regions from Whanganui south to the northern regions of King Country and Waikato. The meeting of these two state highways within the Inglewood township is the most significant 'node' joining two highways between Bulls and Hamilton, and one of the most significant on the west coast of the North Island, accommodating approximately 20k traffic movements per day and very high peak traffic loads. It is a poorly managed transport junction inside a small town, having considerable effect on the town's liveability and safety.

The Board has followed the 'Have Your Say' layout for ease of digestion, and added additional comments.

Submission

1/ What does success look like?

Our suggested vision is this: A vibrant, resilient and connected region, with a safe transport system enhancing liveable places.

Inglewood Community Board supports the broad intention of the vision. We suggest the following change to reflect the need for targeted emission reductions.

"A vibrant, resilient, well-connected region, with a safe, equitable transport system supporting liveable, sustainable places."

We feel the suggested change better reflects mode shift, along with managing safety and resilience.

2/ Targets

Three targets are proposed to focus on towards this vision:

1. Improving safety. A 40% reduction in deaths and serious injuries.
2. Increasing mode shift. More trips made by walking, cycling and public transport.
3. Improving reliable connectivity. Less travel disruption for road traffic.

Improving safety

Inglewood Community Board strongly supports the 40 per cent reduction in deaths and serious injury.

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Our rohe contains some of the most dangerous intersections in Taranaki, including those of Durham and Dudley Roads, Lepper Road and Upland Road - some of the only roads along the SH3 Corridor lacking turning bays. All approaches to Inglewood lack 70km zones and gated signage - again an outlier in the Taranaki roading landscape. The Board has asked for attention to this previously and Waka Kotahi staff are aware of the deficiency.

The impact of a serious injury or death is felt exponentially in a small community with the ripple effect having more impact socially and economically. Inglewood and other rural areas rely on volunteer emergency response to a great degree and serious injury and deaths have a serious and ongoing impact on the mental wellbeing of our people. Being rural, and having more exposure to 100km limit roads, and many rural roads, also puts our residents at a greater risk of serious injury or death as we have so few options for modal shift or public transport due to lack of priority from various agencies, and need to rely on private travel and the state highway and local roads in a higher proportion.

The Community Board recently removed parking provisions adjacent to a number of key intersections inside Inglewood township. In the absence of our ability to implement much needed turning bays throughout the township (due to our lack of jurisdiction over the highways), this is seen as a sub-optimal solution and once again something which is out of step for the rest of the SH network within Taranaki. We would like to see the funding and implementation of proper turning bays to remedy this band-aid solution.

After considerable lobbying, with NPDC support and intervention, we were also recently able to enact a signalized crossing at the New Plymouth end of Inglewood, to reduce the severance issues suffered by the community living on the north side of SH3. This has had a profound effect for those residents - particularly for kids walking to School. Inglewood Community Board would like to see much greater attention to the rest of our crossing points within Inglewood, to meet the key objectives of Objective 3 – Safe and healthy people as per the draft plan. This is foundational infrastructure for our region.

The three remaining crossings have poor visibility, visual obstructions, are very poorly maintained and, according to Waka Kotahi's own literature for appropriate crossing design, two of these crossings do not meet the minimum standards for crossing design - one having insufficient visibility distance and the other being too closely placed to a major intersection. Near misses are common and under-reported. Inglewood Community Board would also like to see funding and implementation of fit for purpose, safe crossings in the village (that has 20,000 traffic movements a day). This is an urgent need which could be enacted at low cost.

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Need for a Heavy Traffic Bypass

Along with the dangerous intersections, we also have an Inglewood Village and Egmont Village that are severed by a fast moving, noisy, increasingly busy state highway. The need for a feasibility study into a HT bypass in Inglewood and traffic calming in Egmont Village has never been higher.

The Board is encouraged and heartened by the problem acknowledged and outlined in 'Activities on the horizon' section of the draft plan on page 93. (Increasing traffic volumes and logging traffic is heavily and disproportionately impacting Main Streets such as Inglewood, Egmont village), increasing severance, pollution, noise, vibration and adverse safety impacts on local communities. Logging traffic is projected to increase significantly over the coming years with harvesting in the Eastern Hill country - nearly all of which will come through our towns on the way to market - barring any future action on increasing the shift to rail for heavy goods and commodities - which this board fully supports. We believe these heavy traffic effects are felt much greater in our communities due to the lack of proper traffic management and quality roading and pedestrian infrastructure that, for Instance, New Plymouth has when these vehicles reach the city.

The Board notes the \$200K proposed budget for a feasibility study ('Inglewood village network assessment') from the NLTP - we would suggest this figure needs to be higher - we are heartened by the relatively short time frame.

A partial heavy traffic bypass could be implemented, in Inglewood, pushing all northbound traffic onto SH3A at the southern entrance to town and along Moa St - alleviating the major congestion point at the Rata/Matai St intersection in the centre of Inglewood (the current road design favours most traffic taking this 'short-cut' avoiding the Moa St route). This solution, which could be enacted with a very small budget in transport terms, with little to no land acquisition and minor realignments, would make a significant difference to the traffic, safety and severance issues plaguing Inglewood.

Longer term, a feasibility study into the cost benefit of a well-constructed bypass is something the Board wholeheartedly supports, along with the community.

The GPS

The Board also acknowledges the draft plan was developed in light of the previous Government Policy Statement and would ask that priority to such a feasibility study is given a higher weighting under the current GPS on transport. The rationale for a HT bypass in Inglewood village is sound - the problem has been identified and the community is on board - with near universal feedback from our community through our Community Board plan consultation process, raising traffic issues inside Inglewood as the number one concern for our community. The intent of a bypass installation will meet the visions and goals of nearly all strategies in the region that include transport and transport systems. Safety, heavy traffic efficiency, reduced commuter times, and community liveability will all be greatly improved.

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ONF interventions

The board also strongly supports the ONF process for placemaking across the region, in particular, in Inglewood where NPDC and Waka Kotahi have already identified many designs that would promote a shift towards a main street culture that cultivates economic and social wellbeing. We see a need for increased funding for ONF's and timebound implementation through LTP's.

Increasing mode shift

Inglewood Community Board developed a board plan in 2023, which was based on community consultation. Our community, especially our youth (who make up 22 per cent of our population 0-15 years), strongly support an increase in mode shift. We would like to see the following:

Immediate increase to the frequency of the Connector bus (Better Choices submission made by Sarah Lucas to this affect). We require more frequency during the week plus evening and weekend services in line with other satellite towns of New Plymouth. This will enable more people to get out of their private cars, which will result in the collective benefits already known by the regional committee. This will also increase equity and access to basic services not available in our ward.

The Board strongly supports feasibility and planning on a cycle connection from Te Papakura o Taranaki, Inglewood, Egmont Village and Lake Mangamahoe. This would enable residents to cycle to the larger urban area of New Plymouth.

Options to reduce emissions are largely absent in the transport system in Inglewood. This needs urgent policy attention.

Improved reliable connectivity.

Inglewood Community Board supports reliable connectivity as an imperative need for a well-functioning social and economic system, which promotes wellbeing. As stated above, our population is beholden to an increased amount of state highway and local road travel as opposed to urban dwellers, and therefore the inconvenience of disrupted systems has a greater impact in our community. Build it right the first time by using a better investment model.

A lack of forward planning has meant that over the last two years, on a number of occasions every major approach road leading into and out of Inglewood has simultaneously been under stop/go traffic management due to ongoing repairs. Analysis of the network on all sides of Inglewood at this very moment suggests that the quality of our road surfaces are still highly degraded and not what one would consider safe or appropriate. We anticipate significantly more disruption in the near future. Of particular note is the passing lane south of Upland road, and the glossy, potholed surface that only just passes as a road.

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What are our immediate priorities?

Our Draft Regional Land Transport Plan lists major upcoming projects in this order of funding priority:

1. A step-change in public bus services from October 2025 (as the current three public transport contracts for Citylink, Connector and Southlink come up for renewal in September 2025). What these improved services will look like is being considered through a business case and the Regional Public Transport Plan development during the current 2024/25 financial year.
2. Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera. Note that there are already substantial improvements underway on these routes for which funding is already approved and the works will continue during the life of the Plan. These improvements are in addition to those already committed to.
3. Further work on the New Plymouth Integrated Transport Framework which is taking a whole-of-system view to demonstrate the case for change and the need for investment in New Plymouth's wider transportation network.
4. The SH3 intersections with both Kerry Lane and Fitzgerald Lane will need to be upgraded for increased traffic volumes due to the South Taranaki Business Park development.
5. Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood. Part of a national program to address HCV compliance.

Note that these are just immediate priorities for larger projects which have been proposed to start in the next 3 financial years (1 July 2024 to 30 June 2027). Are the projects in the right order? Are there any missing from the list? Let us know.

Inglewood Community Board supports the current five funding priorities for Taranaki. The improvements on SH3 and 3A cannot come soon enough.

The Board would strongly support the inclusion of a medium and long term priority list published for ease of public consumption - and within that we would hope that the issue of Inglewood and Egmont Village severance is included. The Board would also like to stress that the issue of forestry and the impact it is having on the roads east of Inglewood township in the Tarata district needs urgent attention. The NPDC has been transparent with the community in terms of the problem, but as yet, there has been no suitable solution decided on that is fair and equitable to all communities.

New commercial vehicle regional safety centre

We are aware of the intent to build a new commercial Vehicle Safety Centre near Inglewood. As a Community Board, we have yet to be consulted on this, and believe that with other ongoing issues plaguing Inglewood and its surrounding areas, it would be prudent to take a much higher-level view of this in the context of potential other improvements which could be made to the network - as outlined above. We do not support piecemeal plans which have not taken a

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more holistic view of the issues and believe there are potential construction and design efficiencies that could come with incorporating a Commercial Vehicle Safety Centre into other pieces of work, or at least have been considered in the wider context. Consultation on the myriad of issues with key community groups appears to be after plans have been made, rather than us being contributors to the scope of potential works that could improve the network. Our board members all live within this community and have direct contact with our community members. We live these roads every day, and believe we can, and should be able to, positively contribute to such planning and implementation.

Other comments

The current transport system in and around Inglewood has been subjected to years of sustained growth without appropriate high-level planning or attention to ongoing community concerns. The Board would suggest that, in the context of our communities, the status quo does not meet:

- The Outcomes Framework (National)
- The Plans 30-year vision
- The strategic objectives and targets OR
- The headline targets.

The Board supports a focus on the new governments GPS, along with a firm commitment for a feasibility into a HT bypass, safety improvements for Egmont Village, cycle way investigations, public transport reform and infrastructure improvements to meet the strategic framework laid out in the plan. The Board also acknowledges the demands across the region as we advocate for improvements in our rohe. However, we note that any and all growth anywhere else in the region directly impacts Inglewood as a 'junction town' through which nearly all 'intra-regional' traffic passes and is diverted.

- As community board members, we are required to submit on the various NPDC, TRC and Waka Kotahi strategies, as and when they come to our attention. It is our view that these processes are fragmented and disjointed, there are multiple agencies pulling the levers, and progress on improvement is slow.
- There does not seem to be one unified organisation that leads this charge, and the various councils have committees and subcommittees within, layering bureaucracy. We strongly urge all councils to work towards a more unified, singular entity/approach to govern the transportation system of Taranaki such that there is only one point of contact, and no duplication of consultation with our communities. If the Taranaki Regional Transport Committee currently has the mandate for this, the Board would like to suggest greater reporting, auditing, collaboration and engagement between the committee and stakeholders such as community boards, Kahui Ako, Marae, businesses as well as heavy haulage, rail and other commercial operators.

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- *Tarata Road and the Junction Road Endowment Fund*

The Junction Road endowment fund is governed under an act of parliament, with specific allocation to roading needs along Junction Road and Tarata Road (formerly Junction Road). We support the community's concerns around a reduction in service levels, and wish to ensure the RLTP acknowledges this issue, and if necessary, provides resourcing to find a solution which is amenable to all parties. There are significant concerns from residents of Tarata and the eastern hill country relating to the projected increase in logging traffic as the forest harvesting commences in this part of our rohe. This is currently a 'live issue' for our community, with upcoming consultation and deputations to the community board and council pending. However, the residents' concerns are broadly around the use of disbursements from the fund, and the proposal from NPDC to allow the road to revert to unsealed over the course of the planned harvest - a timeframe of potentially around 10 years. The cost of retaining this as a sealed road with the lack of base-course to support the massive increase in heavy vehicle movements - estimated by NPDC to be around \$80m - is not feasible. There is no determined course of action as-yet, nor has full consultation been undertaken, however the Community Board acknowledges and wishes to ensure this communities' voice is heard at a regional, strategic level.

- *Rail comments*

The Board supports a mode shift from road to rail freight between Port Taranaki and its rural connections. The mode shift would reduce the social costs and externalities associated with heavy road freight and more fairly distribute the cost to industry. We urge TRC to take a proactive stance, and actively seek both regional and national solutions.

- We would also support better oversight of the issue of public transport in Taranaki and support the formation of a dedicated joint working group to communicate, engage and oversee public transport reform in Taranaki.
- Sub-optimal delivery and excessive consultation is leading to consultation fatigue and apathy, and is costing our community in lives lost, poor liveability, and a high cost-to-outcome ratio.
- Furthermore, reporting and accountability to such planning should be paramount if we are to achieve our communities' desires.

We appreciate the opportunity to submit on this Plan and look forward to working together to achieve the vision of this document. We would welcome the opportunity to speak at the hearing.

Yours sincerely,

Inglewood Community Board.



Contribution ID: 105
Member ID:
Date Submitted: Mar 15, 2024, 09:40 PM

Q1 What do you think of this vision?

Long Text

I clearly want to see more rail services, passenger and freight, in Taranaki. The tracks are existing but they should be used more frequently. As we all know, trains are most ecofriendly and the safest means of transport. Your vision of a vibrant, resilient and connected region with a safe transport system can't be realized without trains and should be considered in the 10 years plan. If you have a look overseas, many countries with a similar population like in Aotearoa New Zealand reactivated or rebuilt train connections and they are successful and sustainable. Indeed, investments are necessary but results for the economy and the people will be great.

Q2 What do you think of the targets?

Long Text

1. Improving safety sounds great. You easily reduce deaths and serious injuries by reducing individual traffic. Living in Taranaki for almost 7 years, I noticed a massive increase of individual traffic but people mostly don't have alternatives than using their private vehicles. Increased public transport that includes trains are the most effective way to reduce harm for the people.
 2. Increasing mode shift has a huge potential of reducing individual traffic.
 3. Improving reliable connectivity... The more vehicles are on our roads, the more disruptions in road traffic will occur. It all comes back to the fact that people should be encouraged to leave their vehicles at home, reduce their numbers per household or even get rid off a vehicle if alternative transport is provided.

Q3 What order should these priorities be in?

Ranking

A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text

Sadly, non of the priorities above is considering the return of train services in particular. Trains might be included in the New Plymouth Integrated Transport Framework but I fear they are not. The priorities show a clear tendency that improvements on roads are on top of the list.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

Living rural for more than two years, changes in the way I use transport networks are nearly impossible. I rely on my private transport. The recently updated Southlink bus service operates 3 days a week only with a timetable that doesn't fit with my working hours. You need to find ways and provide services that attracts the people of Taranaki to think twice if it's really necessary to use their own vehicle.

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text

Christian

Q8 Last Name

Short Text

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Q12 Would you like to attend the hearing?

Multi Choice
No



Contribution ID: 106
Member ID:
Date Submitted: Mar 15, 2024, 10:46 PM

Q1 What do you think of this vision?

Long Text Include 'sustainable' as it is vital that the transport system is fit for the future. "Enhancing liveable places" infers that the focus is on liveable places rather than making places more liveable.

Q2 What do you think of the targets?

Long Text What is the quantum of the target for mode shift? "more" is insufficient as a target. Less travel disruption for road traffic doesn't seem important enough to be a target, substitute with target for freight by rail, lift the 4% (p 17) to say 10%.

Q3 What order should these priorities be in?

Ranking A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera

Q4 Your comments on the priorities:

Long Text This step change in public bus services should be "A step change in public transport services." This should include exploring passenger rail.
 Cycling infrastructure is missing in 5.2 (p 61 & 62), New Plymouth is way behind other areas. Cycleways as well as better public transport are needed to achieve decent mode shift changes.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text The focus in the above statement is on roads. I would accept the economic and social impacts of making our transport networks resilient and sustainable if the priorities make sense, eg rail should be part of the resilience strategy for the impacts of climate change. Sustainability requires a good public transport system and active transport infrastructure for net zero goals. Rail has a low carbon footprint and gives another option in the event of disasters. Agree with measure under Objective 5 - Resilient and responsive (p 48) "Support on RTC promoting the retention and maintenance of the SOL railway line to enable future opportunities to be realised"

Q6 Your comments on any other issues:

Long Text Re-opening the SOL line (rather than "promoting the retention and maintenance" on p 48) would also increase freight volumes and reduce trucks on roads as well as enable passenger rail north to be a possibility.
 The plan says you will support and promote more use of freight, add in how this will happen.
 A3, P35 "Ensure a range of travel options, including alternatives to the private motor vehicle, are available to the region's residents, including the transport disadvantaged" Add in a feasibility study on passenger rail for the region.
 This could include a trial.
 Car alternatives need more funding and need to have higher priority, I am prepared to have poorer roads to do this.
 p 19 KiwiRail say "Any additional investments in the rail network in Taranaki will be driven by client demand." In the case of passenger rail, its unrealistic to take this approach when there has been no service for decades. Rail is popular and demand would follow.

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Short Text Sharon

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Short Text Bevins

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Q11 Address

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New Plymouth

Q12 Would you like to attend the hearing?

Multi Choice Yes



Contribution ID: 111
Member ID:
Date Submitted: Mar 16, 2024, 12:23 PM

Q1 What do you think of this vision?

Long Text I think it is an essential strategy to help reduce emissions, improve health and well being with associated cost savings as well as making the region more attractive to visitors or investors.

Q2 What do you think of the targets?

Long Text Road deaths and serious injuries are tolerated to an unacceptably high degree because most people are unaffected and they have become normalized in society. A reduction will encourage more people to cycle because they feel safer, cyclists then in turn are generally more aware of other cyclists when driving. The more people that start to use public transport the more cost effective it becomes as a greater patronage will drive slowly improvements to services in terms of frequency and destinations.

Q3 What order should these priorities be in?

Ranking A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A
 intersection, plus a new site around Inglewood
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and
 New Plymouth to Hāwera

Q4 Your comments on the priorities:

Long Text All of these priorities are aimed at road vehicle traffic, there are no references to creating cycleways and developing the railway network with New Plymouth to Whanganui/Palmerston North services (although I accept some of these may be with the New Plymouth framework).

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text Heavy goods vehicles have a greater impact on resilience of the road network than small private vehicles and the plan does not attempt to reduce the number of these using our roads by moving goods to rail. Reducing speed limits is a good way of reducing the impact of heavy vehicles on the existing infrastructure; there is a huge difference in the moving forces and subsequent wear or damage to roads between 80 kmph and 90 kmph. Local speed restrictions should employed at known weak spots such as bridges, poor soil/ground composition or vulnerability to slips.

Q6 Your comments on any other issues:

Long Text 1. Why isn't the residential phase of the South Taranaki Business Park being developed first when there is a housing shortage (also the website for this project does not show its exact location in relation to SH3 and Hawera).

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Q10 Phone number

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Q11 Address

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 4320

Q12 **Would you like to attend the hearing?**

Multi Choice

No

Contribution ID: 112

Member ID:

Date Submitted: Mar 16, 2024, 01:13 PM

Q1 What do you think of this vision?

Long Text

Climate Justice Taranaki - a community group committed to justice, action and true solutions to climate change - thinks the proposed vision in the Draft Regional Land Transport Plan 2024 fails to capture the urgency in relation to the need to decarbonise our transport systems. A thirty-year vision needs to address the climate crisis and articulate a future that focuses on a zero-carbon and collective approach for our region. According to the Ministry for the Environment, “[t]ransport is one of our largest sources of greenhouse gas emissions and is responsible for 17 per cent of Aotearoa New Zealand’s gross emissions.” In our document “Toitū Taranaki 2030 - A Community Powered Strategy for a Fast and Just Carbon Neutral Transition” (available on our website: <https://climatejusticetaranaki.files.wordpress.com/2021/05/toitu-taranaki-2030-just-transition-community-strategy-apr21-web.pdf>), we developed various plans to achieve a carbon neutral transition within a very short timeframe and encourage you to look over our aspirations for transport.

Suggested vision: A resilient and connected region that champions an accessible carbon neutral transport network that strengthens communities and forms a cornerstone of our rohe’s circular economy

Q2 What do you think of the targets?

Long Text

We think the suggested targets are completely inadequate.

1. There isn’t anything in the Draft Plan as to how the 40% reduction in deaths and serious injury can be achieved. Page 33 of the Draft Plan lacks substance and the monitoring framework (section 7) does not describe how this particular target - which one can only support of course - can be achieved. If this is simply a matter of adopting the government’s target from within the “Road to Zero: National Road Safety Strategy 2020- 2030”, then it is unclear what the TRC contribution is to achieving that goal.

We suggest that the TRC keeps the target but articulates how it will work collaboratively with other councils, iwi and central government to reduce fatalities on the roads. TRC needs to contribute to that target through the establishment (ie FUNDING) of a frequent public transport network that reduces private vehicle use to a bare minimum leading to a significant reduction in traffic and traffic accidents. Lowering speed limits would also reduce the risks of fatality and severe injuries while creating the co-benefit of cutting greenhouse gas emissions. <https://www.transport.govt.nz/assets/Uploads/Presentation/Speed-Reference-Group-data-pack.pdf>

2. We strongly disagree that there is no actual target for the mode-shift goal. We read your footnote on the matter (“While assigning percentage changes were considered for each of these headline targets, it was decided that the trend over time was of more importance than a potentially arbitrary percentage change.”) and cannot figure out your rationale for not wanting to establish an actual target for mode shift. Mode shift can happen when the community has something to shift to. District councils are responsible for providing safe options for cycling and walking.

TRC needs to fund a frequent and integrated public transport network. Without the system, there is no shift. We think the target needs to revolve around increasing the budget to provide PT as well as a target for an increase in passenger numbers. The 10-year financial forecast (6.3.) for PT provides \$6.7 million in 2024/25 increasing to \$12.8 million in 2033/34. We have argued for a long time that the PT network lacks significant funding. It is encouraging to see the increase from \$6.7 million in 2024/25 to \$10.3 million the following year. This will allow for a significant increase in frequency, routes and weekend and evening services. However, it is disappointing to see that this increase is not carried forward in subsequent years with the annual increase not even meeting the forecast for inflation. Given the inadequate state of our region’s public transport network, we believe that the increase from 24/25 to 25/26 needs to be maintained. This would create an annual budget of \$38,840,000 by 2033/34 which could lay the foundation for a decarbonised transport network.

3. Once again, we question the use of this target with no actual KPIs to measure it. It is not clear what the ‘key routes’ are and the baseline associated with the reduction target. Furthermore, it is disingenuous to simply hope for a reduction in weather-related events (fuelled by climate change) without actually addressing the climate crisis by doing everything you can do to bring down emissions.

Overall, we think that the suggested targets do not align with Objective 6 of being ‘Environmentally sustainable’. The Council has so far failed to live up to this objective and the Draft Regional Land Transport Plan 2024 does not suggest that this is changing anytime soon, unfortunately.

Q3 What order should these priorities be in?

Ranking

A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A

intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text

1. A step-change in public bus services from October 2025
2. New Plymouth Integrated Transport Framework
3. Everything else on your list.

The step change needs to happen before October 2025. We are currently seeing a significant uptake in PT and an increase in patronage across Aotearoa. This presents a huge opportunity to implement a step change this year and then, as discussed above, follow it up with a budget expansion annually to bring PT alive in Taranaki. A few tweaks here and there are not a step-change. We need serious investment to create a frequent and integrated public transport network across the region, connecting both rural and urban communities.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

We have made many suggestions in "Toitū Taranaki 2030 - A Community Powered Strategy for a Fast and Just Carbon Neutral Transition" around how we can decarbonise our transport system while still connecting whānau and communities.

In order to reduce transport related greenhouse gas emissions the top priorities should be to:

- promote localised activity, goods production and responsible transportation,
- phase out importing and exporting of goods that are available in Aotearoa already and/or non-essential, and limit non-essential international travel,
- provide and promote frequent, well connected and free public transport (or at least cheaper than multiple people driving private vehicles or flying),
- restore rail transport for freight and passengers and electrify the rail system,
- Reduce road speed limit from 100 km/hr to 80-90 km/hr, for savings in fuel, reduced emissions and reductions in accidents
- ban fossil-fuel vehicle imports urgently,
- ban/restrict advertising of fossil fuel vehicles (similar to cigarettes),
- phase out private vehicle ownership and increase vehicle sharing through support,
- increase active modes of transport such as walking and cycling, in particular extending cycle lanes across the region on all commuter routes,
- increase access to electric and pedal-powered vehicles,
- make online communication easier and fossil-fuel free.

The 2020 Covid-19 lockdown gave communities the opportunity to reclaim neighbourhood streets for safe recreation. This was a useful model of how to continue operating essential services with limited transportation while people learn to work from home, reduce shopping trips, grow their own food and exercise locally. It increased understanding of the near forgotten risk of disease spreading from excessive international travel. For decades, emissions from international travel have been excluded from climate agreements and 'free trade' deals have increased imports and exports, bringing flight prices down and increasing GHGs. This Covid-19 disaster, and previous ones such as 9/11 show that reducing international and inter-regional travel massively reduces GHGs in the atmosphere. We need to make long term societal shifts now that encourage living locally and supporting local produce and services. Frivolous international travel like shopping weekends in Sydney need to be a shunned thing of the past.

Aotearoa is a country of many proud car owners with the second highest private car ownership in the world. In just a few generations 'car culture' has shifted to one of individualists putting their own needs and convenience or fear of dealing with others first. What began as a symbol of freedom, fun and security turned into something that is denying those very things for our own children and those in poorer countries. Car culture needs to stop. One aspect of this is the increasing rush to get from point A to B. This has multiple negative issues, from road rage to excessive fuel use, to increased risk of accidents. One measure that will help to address these problems is a reduction in speed limit, as for example from 100 km/hr to 80-90 km/hr on the open road. This will benefit both internal combustion vehicles and EVs, the former through less fuel consumption and emissions, the latter through more efficient battery use. It will also help to reduce accidents and our tragic road toll and encourage more people into public transport. Aotearoa did adopt this strategy during the 'oil shock' period, and surely our current situation is far more dire.

Several countries have started banning fossil-fuel vehicles and we need to do the same. We also need to find ways to gradually reduce private vehicle ownership either through taxes, parking fees or social pressure as has been done with smoking over the years by campaigning, advertising bans and creating car-free areas.

Electric vehicles should be left for those performing essential services and for car shares and public transport. It is not possible for everyone, or even half of us to switch to an electric car as there is not enough platinum (an essential EV component) in the world and it depletes when used in an EV engine. Electric buses are already operating in several cities including Wellington and Auckland with electric trams being around for many decades.

Municipalities across many countries of the world offer free public transport with much success, some for several decades. It is offered in various ways such as to under 19 year olds or to senior citizens, women, those who can't afford to pay or to the public more generally. Luxembourg is the first country to offer free public transport as of 2020. Free public transport could be introduced in stages such as on weekends and holidays or just in CBDs, gradually shifting to all days and all regions. The gross amounts of funding normally spent on new roads should be

redirected to cover these costs as well as paying decent wages to transportation staff and providing them with good facilities, increasing and improving transport routes and services, providing easy access for all people, and for masses of promotion to help change the car culture in this country. At the very least public transport should cost less to take a whanau on the bus or train than to take a private petrol car.

We need to upgrade and expand railway line networks, infrastructure and electrify rail to encourage a shift to renewable energy and get people out of cars. This would also support getting freight off roads and greatly reduce roading maintenance costs and traffic accidents. When looking at the government's 2020 Green Freight Strategy, it seems clear that hydrogen is an inefficient choice and that electric vehicles using renewable energy are the best option followed by full biofuel vehicles where EVs are not possible. However, as costs to replace diesel trucks is a significant barrier, support for wider uptake of biofuels in existing vehicles and sustainable production of advanced biofuels that do not require blending could be helpful, in addition to getting long-haul freight onto electric rail and using a mix of small to medium EV trucks. Incentives to encourage early adopters is advised. Ideally we should stop shifting freight around when local products are readily available. It's unclear how to make this happen on a domestic level other than socialising the idea as a moral choice.

We quickly saw during the Covid lockdown how people started getting back on bikes when there were less cars on the road because they felt it was safe to do so again. At present, many of our cities and rural areas are not designed for safe active transport. If more people were able to walk, cycle or skate safely, there would be a decline in vehicles on the road and increased fitness and well being reducing demand on health services. Being outside is also an essential part of reconnecting with nature and community, helping us to care for the planet and each other. This has decreased so much in recent decades with our increasingly sedentary indoor lifestyles. There are countless ways to promote active transport such as increasing cycle lanes and restricting vehicles on roads.

Shifting more of the country's vehicles to electric vehicles, whether individually owned or shared, will take time and needs support by way of banning petrol and diesel imports, fast-tracking and supercharging the "feebate" scheme to make it easier for New Zealanders to purchase electric cars, increasing charging stations across the country, and increasing support for home and work-based solar PVs with EV charge ability. Access to larger EVs that can accommodate larger families and groups needs financial support to assist poorer families. Several EV car-share companies have sprouted up in cities like Auckland and Christchurch, with support from the Energy Efficiency and Conservation Authority (EECA). Expansion of such car-share models will significantly reduce vehicle ownership, lessening our overall environmental footprint. Cargo bikes and larger pedal-powered EVs and even buses are starting to come on the market in many parts of the world. We surely have enough engineers in Taranaki to make our own.

Q6 Your comments on any other issues:

Long Text We appreciate the opportunity to submit on the proposed plan. While we may fiercely disagree with some of the Council's approaches, we do so based on our passion for te taiao, for community well-being, for a just future for all. Our comments are not an attack on the authors of the plan or on those who support it. Instead, we wish that our comments are understood as a contribution to a wider discussion around the urgent need for paradigm shifts that need to occur in all spheres of our lives: socially, politically and economically. We can no longer accept 'business as usual'. This approach has led us to the brink of the anthropocene extinction, referred to as the sixth mass extinction - a human-made environmental catastrophe. While we all know that catastrophizing can take us down a dark path of depression, anxiety and inertia, we cannot be complacent. The science is clear: act now or it is too late.

Q7 First Name

Short Text Urs

Q8 Last Name

Short Text Signer

Q9 Email address

Email climatejusticetaranaki@riseup.net

Q10 Phone number

Telephone 0284585736

Q11 Address

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Pungarehu

Q12 Would you like to attend the hearing?

Multi Choice Yes



Contribution ID: 113
Member ID:
Date Submitted: Mar 16, 2024, 02:11 PM

Q1 What do you think of this vision?

Long Text Agree with this vision. I do think that the 'safe transport system' needs to be further broken down to specify public transport, private vehicles, active transport as well as heavy vehicles. Otherwise it becomes too easy to lose the focus on public and active transport.

Q2 What do you think of the targets?

Long Text These are good, desirable targets. 'Increasing mode shift' should specify that this target be included in all planning decisions for residential, retail and work places.

Q3 What order should these priorities be in?

Ranking

Q4 Your comments on the priorities:

Long Text The step-change in public bus services needs to specify the desire for increased services/routes and increased frequency to make using the bus more viable and attractive as highlighted in previous submissions. (We can't assume that step-change means change for the better, it could also mean reductions in services.) I would also like active travel to be specified.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text I agree we have to be realistic. For me, a realistic future means much more than economic considerations. It is imperative that future plans include social and climate considerations as well as economic considerations.

Q6 Your comments on any other issues:

Long Text

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Short Text Jean

Q8 Last Name

Short Text McArthur

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Q10 Phone number

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Q12 Would you like to attend the hearing?

Multi Choice No

Contribution ID: 114
Member ID:
Date Submitted: Mar 16, 2024, 02:45 PM

Q1 What do you think of this vision?

Long Text It's good but I'm unclear what "liveable places" means -- when a look up "liveable" in the dictionary it seems to mean either mean a good quality of life, or just bearable... so I'm not sure it's a good word to use here. Also, accessibility and sustainability are missing. I think I'd prefer something like, "A vibrant, resilient and connected region, with safe, sustainable and accessible transport options that improve residents' quality of life."

Q2 What do you think of the targets?

Long Text If your target is not specific and measurable, it is not a target, and this is a concern with 2 and 3. I was alarmed to read in the plan that officers considered having a specific and measurable target for mode shift, and then decided it was better if things were simply, going in the right direction. There is a reason why it is continually emphasised in all roles that targets must always be specific and measurable -- if they're not, things usually won't go in the right direction. I recommend looking at the levels of increases in walking, cycling and public transport use that have resulted from "step changes" made in Whanganui, Nelson and Queenstown, and also M Keall's studies on the impact of improvements made in New Plymouth district to set an appropriate mode shift target for the future.

I'm not sure about (target 3) aiming for less travel disruption for road traffic, because travel disruption is often the result of making necessary and desirable improvements that improve safety (target 1) and increase mode shift (target 2) -- not to mention all the improvements that will need to be made as climate adaptations and to replace aging water infrastructure. So perhaps target (3) would fight against what you're trying to do with targets 1 and 2, and other more crucial goals.

Q3 What order should these priorities be in?

Ranking A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due

Q4 Your comments on the priorities:

Long Text A step-change in public transport is so overdue in Taranaki. It is used by people with the greatest need, so that's where we should be concentrating investment to raise quality of life for everyone.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text Partly agree, partly this statement seems to exaggerate. Yes, we must invest more than we have historically in infrastructure, both to keep up with climate changes and to ensure we invest today in what will save us money long-term. But saying we must make "profound changes in the way we all use transport networks in our daily lives, at home and at work" seems to me exaggerated. The change we need to see from individuals is small and for most, relatively easily achieved. For example, the Climate Change Commission recommends we reduce VKMs by 20% by 2035... that is one in five journeys currently done by motor vehicle changing to another mode or not happening eg because of working-from-home or trip-chaining. That is not "profound" change, nor would "all" people have to make it -- small reductions in journeys by heavy goods vehicles through greater use of rail and coastal shipping are worth a lot more emissions-reduction than whole cities full of families making small changes.

Q6 Your comments on any other issues:

Long Text On the whole, I recognise there is a change in strategy from roads-first thinking to multi-modal thinking. It's great to see the council propose that a step-change in public transport should be a top priority. This is brave and bold, and although perhaps many drivers don't realise, investment in public transport will create the widest possible benefits for all road users. People may have to see this in practice before they understand.

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Q11 Address

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4310

Q12 Would you like to attend the hearing?

Multi Choice Yes



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15 March 2024

The Chair
Taranaki Regional Transport Committee
Taranaki Regional Council
Private Bag 713
Stratford 4352

NZAA Submission on the Draft Taranaki Regional Land Transport Plan 2024

The New Zealand Automobile Association Taranaki District Council (AA) thanks the Taranaki Regional Transport Committee (RTC) for the opportunity to submit on the draft Taranaki Regional Land Transport Plan 2024 (RLTP).

The AA has advocated for the transport interests of our members throughout our 120-year history. Today our work reflects the wide range of interests of our 1.8 million members, many of whom are public transport users and cyclists, as well as private motorists. There are approximately 60,000 (31,300 personal) AA members in the AA Taranaki District.

The AA congratulates the RTC and staff on a well presented and informative RLTP that will serve the region's transport needs well over the period of the Plan. The AA in general supports the RLTP and wishes to comment on some particular elements which are set out in this submission.

It is acknowledged that this plan has been developed before the new GPS issued by the government but we are pleased to note that although it is primarily for the next 3-10 years there is recognition of the longer 30 year timeframe is required to support the vision:

“A vibrant, resilient, and connected region, with a safe transport system enhancing liveable spaces”

Specific areas for review are below

Foreword

Pi

The Plan's role is to set out Taranaki's strategic direction, priorities and proposed land transport activities for the next 3 years (1 July 2024 to 30 June 2027). It also enables approved organisations to bid for national funding for land transport activities in the Taranaki region from the National Land Transport Fund.

The AA generally supports the current 3 year programme but would also support a detailed reviewable 20-year programme of priorities/work programmes. This would then support the vision.

DRTP says - Providing transport networks currently accounts for between 25-40% of local

2

council budgets. These are supported by national funding. But these existing funding models are simply not sustainable for the challenges faced
We need a step-change from 'business as usual' but councils are effectively being asked to do more with less
The existing funding model for land transport is no longer fit for purpose.

With 2.5% of NZ population 5% of local roads and 7% of rural sealed roads including the aging bridge infrastructure this is an important concept to get across to the funders.

Pii

DRTP says - Better explaining why road maintenance costs are so high, especially in Taranaki (e.g. the huge number of rivers/streams which need bridges/culverts), and noting that existing funding models are not fit for purpose.

AA agrees that this indicates that due to the Taranaki Ring Plains unique topography, there is a need for funding recognition.

DRTP says - Increased need for greater maintenance to ensure reliable connectivity, including building back better wherever possible – not the traditional replacing of like with like as it will not meet the increased demands of a changing climate.

We agree but this should not just focus on climate changes but also needs to link to increased traffic density and intermodal tension.

P1

DRTP says - Sets out the region's land transport objectives, policies and measures for at least 10 financial years

As previously stated we would support a much longer timeframe than 10 years due to the nature of infrastructure life-cycles.

P3

DRTP says - 1.4 While transport facilities may well facilitate recreational travelling as well, that is not their primary function.

While Transport facilities may primarily be for commuting and goods recreation and tourism are legitimate uses. The safety and convenience of all legal users needs to be taken into account.

DRTP says - Section 5 of the Plan lists the activities for which funding support is sought from the LTFund. The listed activities are grouped in two broad categories: □ Routine maintenance and minor improvement activities on roads existing passenger transport services, which are automatically included in this Plan. □ Other activities, including capital improvement projects, which are considered to be of regional significance and have therefore been individually reviewed and prioritised within this Plan. These priorities are used to influence what activities can be implemented with the funding available and when they are likely to be implemented
As noted most of the 3 year plan is in progress and so needs to have the execution completed. In general the topics in the section are supported noting the priorities still need to be assigned and we welcome the opportunity for individual feedback during detailed consultation.

P6

DRTP says - There are over 1,000 bridges on the region's roading network, which equates to having a bridge about every 4 kilometres.

2

With the ringplain nature of the topography from the mountain this appears to be a very significant issue in the next 20years and the AA would be available to assist in reviewing and supporting any applications for specific/special funding.

P8

DRTP says - increasing numbers of heavy vehicles servicing the primary industry sector. There are also significant impacts on the land transport network during times of heavy stock movement or peak milk flow.

The AA notes that there have been multiple larger vehicles allowed on the roads for example just-in-time deliveries for the likes of supermarkets.

P9

DRTP says - Logging trucks cart logs from the King Country, the Taranaki eastern hill country, and Whanganui region. The majority travel to Port Taranaki in New Plymouth, While a large proportion of these are moved via road, there remains potential for far greater movement of logs via rail from out of the region to Port Taranaki

While the infrastructure should be built and maintained for all economic activities the AA supports the idea of moving freight by different modes. E.g. logs on rail.

P19

DRTP says - KiwiRail have been investigating establishing a rail hub at Waverley in South Taranaki,

Due to this statement should the establishment of a rail hub be given status in the DRLTP?

P24

DRTP says - Cyclists and pedestrians are vulnerable road users who would most benefit from appropriately designed shared pathways to enable them to use a transport corridor alongside other transport modes without safety concerns (perceived or real) – be they motorists, motorcyclists, pedestrians, cyclists, horse-riders or another mode

To date the significant changes required in NPDC are greater than any budget provision. It needs to be recognised that safe sharing addressing the needs of vulnerable users needs to be addressed.

P26

DRTP says - in Taranaki, this means developing a coordinated approach with the Horizons Regional Council and Waikato Regional Council, as well as other seaboard regions for coastal matters.

This appears to be stating what already is or should be happening so is supported

P27

DRTP says - State Highway 3 North — to the north of the region i.e. from Mount Messenger (Taranaki region) to Pio Pio (Waikato region) and beyond

DRTP says - The priority inter-regional issue for the Taranaki region is the future route efficiency, safety and reliability of State Highway 3 travelling north over Mt Messenger, through the Awakino Gorge to Te Kuiti, Hamilton and beyond. Although located largely outside the Taranaki region, this section of the state highway network has a

history of road closures due to its surrounding topography and limited access points. Vehicle crashes, and the increase of severe weather events, mean the corridor is vulnerable to closure.

The issues into and out of Taranaki are well documented and we believe that SH45 should be included as part of this assessment as it is an integral alternative local link if anything happens to the 3A or state highway 3 New Plymouth to Hawera.

P43-45

D RTP says - RCAs identifying and addressing potential or actual risks to vulnerable road users due to heavy traffic, speed differential, or road layout or design – including by reallocation of road space.

The AA supports this philosophically and would welcome participation in any detailed projects. Although there is a different consultation paper soon to be released on specific bus items the Taranaki demographic of higher proportions of youth and elderly require alternative modes to be considered. As an organisation the New Zealand Automobile Association is concerned with peoples' access to mobility as restricting peoples' ability to travel freely has serious social and economic consequences.

The Taranaki AA Council has lobbied consistently for improved public transport services within the province since 2012 and welcomed the introduction of the Opunake, Hawera, New Plymouth daily Connector service in 2014. However the lack of a public transport service to some of the province's high deprivation, isolated communities in South Taranaki remains a concern.

Extending the current twice weekly service to a daily Waverley to Hawera service connecting with Hawera to New Plymouth Connector Service is the obvious next step in the development of a viable public transport service for the people of South Taranaki.

Climate change

AA support the priorities to reduce transport emissions and transform towards an environmentally sustainable, low carbon transport system. This is consistent with the AA approach to help drivers reduce their transport emissions.

Resilience

AA supports the RLTP priorities for resilience of maintaining the transport system, ensuring community access and building regional resilience.

The AA submits that maintaining the current transport system is a key priority. Our roads carry the overwhelming proportion of travel by all modes on our land transport network and failure to maintain and operate them effectively and efficiently can result in adverse impacts for the communities, cities and regions they connect. This fundamental premise of the road network always being required will not change.

Road surface quality has been the top concern of our AA members across all the transport surveys we have conducted over the past five years and our members levels of dissatisfaction has continued to grow. The general public has become equally concerned about the state of

our roads as the deterioration has become more visible over the past two years. As the core problem is the decline in the quality of our road surfaces, resolving this is primarily about renewals work – re-surfacing roads and replacing road foundations.

In the AA's view, elevating road maintenance and renewals to strategic importance and providing a commensurate amount of ongoing funding for it is essential. There is a pressing and growing need to catch-up on the backlog of deferred work, to start to turnaround the unacceptable state of our road networks and respond to very strong public sentiment that this problem needs to be fixed. It is not good practice to defer maintenance costs to future generations. There needs to be a recognition of the value that good maintenance can deliver in terms of broader outcomes in particular environmental and social well-being and reducing the long term whole of life cost and safety.

We consider that maintenance of the transport network could be made clearer up front in the RLTP by specifying that maintaining and operating the transport system is the overarching priority for the draft RLTP 2024.

Building regional network resilience is also a very important matter for the Taranaki region. Improving the resilience of our road network needs to become an urgent ongoing priority and AA is pleased to see this recognised as a priority in the RLTP.

Accessibility / Transport Options

The AA support the priorities for accessibility and transport options recognising the demographics and thus different transport and accessibility needs across the region .

Conclusion

In conclusion we again thank the RTC for the opportunity for the AA to submit on the Draft 2024 RLTP.

We again congratulate the RTC and staff for preparing a robust RLTP in the face of changing Government priorities and prior to the new Coalition Government GPS on Land Transport.

We look forward to seeing the finalised RLTP following the release of the new GPS and that regionally important topics/issues can be addressed through appropriate funding allocations.

We wish to present this submission to the RTC in the Hearings.

Yours sincerely

John Maxwell
Chairman
NZ Automobile Association Taranaki District Council.

Contribution ID: 115
Member ID:
Date Submitted: Mar 16, 2024, 03:48 PM

Q1 What do you think of this vision?

Long Text This says nothing about sustainability, emissions reductions nor social equity. The national outcomes should be followed. I would change it to: A vibrant, resilient and inclusive region connected by a safe, affordable, accessible and carbon-neutral transport system

Q2 What do you think of the targets?

Long Text I think we can do better eg.:
 1. Safe transportation - risk assessment and improvements made to seriously minimise death and serious injury, in line with the Road To Zero National Road Safety Strategy
 2. Supporting sustainable transportation - assist a major increase in use of active and shared transport by making it accessible, affordable, safe and enjoyable
 3. improving reliable connectivity - reducing travel disruption by regularly maintaining transport routes, reducing speed limits and supporting public transport carriers

Q3 What order should these priorities be in?

Ranking A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text If you get more people using public and active transport then the roads will need less maintenance and safety work and you won't need to expect increased traffic volumes

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text Yes I agree. I'm happy to pay my fair share but private and commercial vehicle users -especially those in large, heavy vehicles eg. SUVs, campers, trucks and tractors - should pay more as they do more damage to roads, and those who can afford to pay more should do so. Large ships should be assessed and restricted as to how they dispose of waste and how much fuel they burn. All vehicles, particularly aeroplanes, should pay a rate depending on their carbon emissions, which can be paid into a regional native reforestation scheme.

Please ensure inter-regional public transport connects efficiently with local public transport. The current connections are terrible. Local public transport should also be available in evenings, weekends and on public holidays.

If less vehicles are on the roads and their speeds are reduced, we won't even need all the expensive safety improvements required for safe public and active transport.

Please also start swapping out all buses to electric buses or at least hybrids. If Palmerston North can do it, so can we.

Enable all public buses to carry bikes and wheelchairs, including rural buses.

Q6 Your comments on any other issues:

Long Text The climate resilience question is important especially when it comes to health care, special services, food and power which are currently focussed on New Plymouth and Te Hawera. Decentralising emergency services and resources is crucial to community resilience. Helicopters and boats can only do so much if several coastal bridges collapse at once.

As for placing environmental sustainability (Pg 50 Draft RLTP 2024) as Objective 6, I would simply remind council that if we have a poor environment we will have a poor economy. Environmental sustainability should always be objective 1. This goes the same with Investment Priorities on Pg 52. If we shift people out of vehicles and reduce speeds while encouraging local and sustainable micro-economies in rural areas then we automatically improve safety and quality of life without disruptive and expensive roadworks.

Q7 First Name

Short Text Emily

Q8 Last Name

Short Text Bailey

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Q10 Phone number

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Q11 Address

Long Text 6484a South Rd, Pungarehu, Taranaki.

Q12 Would you like to attend the hearing?

Multi Choice Yes



Contribution ID: 117
Member ID:
Date Submitted: Mar 16, 2024, 10:20 PM

Q1 What do you think of this vision?

Long Text It's OK. Could have more emphasis on the environmental impacts.

Q2 What do you think of the targets?

Long Text They are OK - why aren't they all measurable though?

Q3 What order should these priorities be in?

Ranking A step-change in public bus services from October 2025
 Further work on the New Plymouth Integrated Transport Framework
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due

Q4 Your comments on the priorities:

Long Text Let's focus on some quick wins - listen to public feedback on bus routes and make the changes asap, stop putting it off or overcomplicating it

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text I don't think significant funding is required to significantly improve the bus routes and increase patronage - many quick wins could be achieved by making adjustments within the existing budget

Q6 Your comments on any other issues:

Long Text Please stop overcomplicating the bus situation and listen to those knowledgeable. The elephant in the room is that the bus routes make no sense, aren't frequent enough, and aren't at the right times. Look at what other cities are doing and make the necessary changes asap. It's such a shame my family can't normal trips with the bus e.g our Saturday morning outing to swimming lessons, our daily commute to work/school, outings to visit family and friends in other suburbs, trip to the airport to catch a flight, trip to a CBD restaurant for dinner and back, to name a few of many examples.

Q7 First Name

Short Text Toni-Anne

Q8 Last Name

Short Text McKerrow

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Telephone 0277761689

Q11 Address

Long Text 13 Timandra Street

Q12 Would you like to attend the hearing?

Multi Choice No

15 March 2024

Document: 3255888



Taranaki Regional Council
43 Cloten Road
Stratford 4332

Submission on the draft Taranaki Regional Land Transport Plan 2024

The Taranaki Regional Council (the Council) is currently undertaking consultation on its draft Regional Land Transport Plan for Taranaki 2024 (the draft Plan). The consideration of submissions enables the Council to make amendments to the draft Plan. This document is the Council's submission on the draft Plan, enabling the Regional Transport Committee for Taranaki to consider and make amendments to the draft Plan to address issues that have arisen since the draft was prepared for consultation.

The Council seeks the following relief:

1. That Officers identify and make any consequential amendments to the draft Plan that are necessary to give effect to specific changes sought by submitters, and agreed by the Regional Transport Committee through this Plan consultation process.

Reasons: The Council notes that in response to specific relief sought by (and granted to) other submitters, there are likely to be consequential amendments required to be made to other parts of the draft Plan. The relief sought recognises that the draft Plan should be read as a whole and that changes made to one part of the Plan can have implications for other parts of the Plan. It is not always possible to chart these consequential amendments in advance. The relief further recognises that submissions may overlap and that the most effective and efficient means of dealing with that situation may be to make an amendment in a form that is different to the submissions received.

2. That Officers audit the draft Plan for internal consistency and readability after the consideration and incorporation of the matters contained in the other submissions received by the Council and that all necessary inconsequential amendments be made.

Reasons: The Council notes that minor amendments may be necessary to ensure that the full effects of amendments made in response to matters contained in submissions are considered and that amendments are not simply made on an ad hoc basis. The relief includes making any minor editorial changes to improve the readability of the draft Plan (but not to change policy intent) or to correct minor typographical errors.

3. That all necessary changes to the programme and funding sections of the draft Plan are made by Officers to reflect the situation as it evolves prior to the next Regional Transport Committee meeting on 13 June 2024, including:
 - Updates to the activities outlined in the programme component of the Plan as advised by contributing organisations.
 - Amending all affected Programme (Section 5) and Funding (Section 6) components of the Plan, along with related appendix tables, as advised by contributing organisations.

Reasons: As noted in the Foreword, Section 5 and Appendix II (pink box on page 81) of the Plan, the activities outlined in the programme component of the Plan are generally subject to change, particularly in regard to estimated costs and timings, as each organisation goes through processes

refining their proposed activities — be they council long-term plan development, or the 10-year State Highway Investment Proposal (SHIP). Compounding funding constraints and increased costs being experienced by all organisations, and the significant shift in policy direction signalled by the new Government, have increased the likelihood of such changes.

It is noted that there were additional challenges involved in preparing this 2024 draft Plan for consultation. Most significant was the significant shift in national policy direction signalled by the new Government late in the preparation of the draft Plan. This included the absence of a revised draft Government Policy Statement on Land Transport 2024 (GPS 2024) while developing the draft Plan, with this not released by the Government until 4 March 2024 – while this draft Plan was finalised for release on 8 February 2024. Consequently, the Plan was of necessity developed under GPS 2021, and some adjustments may be necessary to ensure consistency across the documents.

The other key ramification of a late and very different draft GPS 2024 is that Waka Kotahi need to revise what activities they proposed on state highways to give effect to this changed GPS. This means that Taranaki (like other regions around the country), are in the position of having consulted on a draft document which is likely to require substantive change once more information is available from Waka Kotahi about their proposed activities. Given that regional land transport plans are the only statutory means through which such proposed state highway activities are publically consulted on, this approach is unsatisfactory.

4. That Section 2 [Strategic context – our region], Section 3 [Strategic framework] and Appendix II [Strategic context – the planning environment] of the draft Plan be updated with any appropriate minor and inconsequential amendments to improve the ‘scene setting’ information contained in the Plan and to better explain the Taranaki transport context.

Reasons: The previously noted difficulties from a late revised draft GPS 2024, and with a subsequent revision of proposed state highway activities still to come, have impacts on more than just the programme and funding components of the Plan. Both these factors have consequential impacts on the detailed level of review and information contained in these sections of the Plan. The amendments sought will be minor and will not affect the strategic framework and/or direction of the Plan. Rather they will seek to improve the ‘scene setting’ information contained in the Plan and to better explain the Taranaki transport context within the new national policy context.

The Council appreciates the opportunity to make a submission. The Council does not wish to be heard in support of its submission.

Yours sincerely,

Fiona Ritson
Senior Policy Analyst – Transport

L Hawkins
Policy Manager



Contribution ID: 80
Member ID:
Date Submitted: Mar 14, 2024, 02:49 PM

Q1 What do you think of this vision?

Long Text

Q2 What do you think of the targets?

Long Text

Q3 What order should these priorities be in?

Ranking

A step-change in public bus services from October 2025
 Further safety improvements on SH3 and SH3A including Waitara to Bell Block, New Plymouth to Egmont Village and New Plymouth to Hāwera
 Further work on the New Plymouth Integrated Transport Framework
 The SH3 intersections with both Kerry Lane and Fitzgerald Lane upgraded for increased traffic volumes due
 Building two new commercial vehicle regional safety centers being shifting and upgrading the facility at the SH3/3A intersection, plus a new site around Inglewood

Q4 Your comments on the priorities:

Long Text

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text

Georgina

Q8 Last Name

Short Text

Todd

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Email

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Q10 Phone number

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0211443247

Q11 Address

Long Text

52 South Rd Blagdon 4310

Q12 Would you like to attend the hearing?

Multi Choice

No



Contribution ID: 2
Member ID:
Date Submitted: Feb 16, 2024, 01:13 PM

Q1 What do you think of this vision?

Long Text Vague. I suppose it has to be like that.

Q2 What do you think of the targets?

Long Text Good targets.

Q3 What order should these priorities be in?

Ranking

Q4 Your comments on the priorities:

Long Text I think the council could re-negotiate with Citylink the changes before 09/2025. I don't think Citylink is going to be very stiff about that.
 Also, I would like to see what the proposed New Plymouth bus network is going to be.

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text I would like to see a gradual replacement into electric busses
 I want the council not to neglect the cleanness of the city including the underpasses on walkways (e.g. Te Henui underpass is full of pigeon poo. This is the reason I stopped walking there). Huatoki underpass is often covered in slush brought by the stream too.

Q6 Your comments on any other issues:

Long Text I think SH 44 has too few pedestrian crossings. I would like the council to negotiate more with LTA. There should be crossings at Molesworth St/Gover St and Eliot St. Lots of people try to cross there, especially to Bunnings. Crossings between those intersections won't work for pedestrians. It may even encourage the trucks to slow down.

Q7 First Name

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Q8 Last Name

Short Text Jasinski

Q9 Email address

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Q10 Phone number

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Q11 Address

Long Text 32 Wesley Avenue New Plymouth

Q12 Would you like to attend the hearing?

Multi Choice



Contribution ID: 81
Member ID:
Date Submitted: Mar 14, 2024, 03:04 PM

Q1 What do you think of this vision?

Long Text

As a frequent user of the Friday public transport from Opunake to New Plymouth an\$ return I am disappointed with the last changes to the timetable. In the past many elderly people would use the bus to attend medical or WINZ appointments, to the bank, and do some shopping, returning to Opunake at 1.30. When the return trip to Opunake was changed to 3.30 to accomodate high school students many of these folks stopped using the bus as it became a very long day in New Plymouth. However, the latest changes have meant that it is no longer feasible to use the bus for the reasons outlined above As it currently leaves really early and arrives back late. I understand that this change was made to accomodate workers. I would be interested to know how successful this change has been. My request is that you bring back a Friday service which accommodates the elderly and the lower socioeconomic population of our town. Upon retiring I personally used this service every Friday for several years but am no longer able to do so due to the timetable change/s.I find this very disappointing as do others in the town.

Q2 What do you think of the targets?

Long Text

Great targets

Q3 What order should these priorities be in?

Ranking

Q4 Your comments on the priorities:

Long Text

Q5 Your comments on the future sustainability and resilience of our transport networks:

Long Text

Q6 Your comments on any other issues:

Long Text

Q7 First Name

Short Text

Jennifer

Q8 Last Name

Short Text

Carmichael-Bennett

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jenbenc45@gmail.com

Q10 Phone number

Telephone

0220746105

Q11 Address

Long Text

111 Ihaia Road, Opunake 4616

Q12 Would you like to attend the hearing?

Multi Choice

No

Speaker number	Submission number	Name
1	33	Kyle Adams
2	54	Inglewood Community Board
3	36	New Plymouth District Council
4	52	Louise James
5	53	The Future is Rail - Taranaki
6	58	Climate Justice Taranaki
7	60	Suraya Sidhu-Singh
8	61	Taranaki AA
9	62	Emily Bailey



Kia ururu mai

Karakia to close meetings

Kia ururu mai
Ā hauora
Ā haukaha
Ā haumaia
Ki runga, Ki raro
Ki roto, Ki waho
Rire rire hau
Paimārie

Fill me with
Vitality
Strength
Bravery
Above, below
Within, outwards
Let the wind blow and bind
Peace upon you

Nau mai e ngā hua

Karakia for kai

Nau mai e ngā hua
o te wao
o te ngakina
o te wai tai
o te wai Māori
Nā Tāne
Nā Rongo
Nā Tangaroa
Nā Maru
Ko Ranginui e tū iho nei
Ko Papatūānuku e takoto ake nei
Tūturu o whiti whakamaua kia
tina
Tina! Hui e! Taiki e!

Welcome the gifts of food
from the sacred forests
from the cultivated gardens
from the sea
from the fresh waters
The food of Tāne
of Rongo
of Tangaroa
of Maru
I acknowledge Ranginui above and Papatūānuku
below
Let there be certainty
Secure it!
Draw together! Affirm!

AGENDA AUTHORISATION

Agenda for the Regional Transport Committee meeting held on Thursday 18 April 2024.

Approved:



12 Apr, 2024 8:57:29 AM GMT+12

M J Nield
Director Corporate Services

Approved:



15 Apr, 2024 8:23:55 AM GMT+12

S J Ruru
Chief Executive