



# **AGENDA**

# Regional Transport

Thursday 13 March 2025, 10.30am

# Regional Transport Committee

13 March 2025 10:30 AM



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### **Health and Safety Message**

#### **Emergency Procedure**

In the event of an emergency, please exit through the emergency door in the Committee Room by the kitchen.

If you require assistance to exit, please see a staff member.

Once you reach the bottom of the stairs make your way to the assembly point at 43 Cloten Road. Staff will guide you to an alternative route if necessary.

#### **Earthquake**

If there is an earthquake - drop, cover and hold where possible. Please remain where you are until further instruction is given.



### **Whakataka te hau**

#### ***Karakia to open and close meetings***

Whakataka te hau ki te uru  
Whakataka te hau ki tonga  
Kia mākinakina ki uta  
Kia mātaratara ki tai  
Kia hī ake ana te atakura  
He tio, he huka, he hauhu  
Tūturu o whiti whakamaua kia tina.  
Tina!  
Hui ē! Tāiki ē!

Cease the winds from the west  
Cease the winds from the south  
Let the breeze blow over the land  
Let the breeze blow over the ocean  
Let the red-tipped dawn come with a sharpened air  
A touch of frost, a promise of glorious day  
Let there be certainty  
Secure it!  
Draw together! Affirm!





**Date:** 13 March 2025

**Subject:** Confirmation of Regional Transport Committee Minutes – 5 December 2024

**Author:** M Jones, Governance Administrator

**Approved by:** M J Nield, Director - Corporate Services

**Document:** TRCID-1492626864-360

### Recommendations

That the Regional Transport Committee:

- a) takes as read and confirms the minutes of the Taranaki Regional Transport Committee meeting held at 47 Cloten Road, Stratford on 5 December 2024 at 1.00pm
- b) notes that the unconfirmed minutes of the Taranaki Regional Council Transport Committee meetings held at 47 Cloten road, Stratford on 12 September 2024 and 18 April 2024 have been circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for their receipt and information.

### Appendices/Attachments

TRCID-1492626864-169: [Unconfirmed Minutes Taranaki Regional Transport Committee – 5 December 2024](#)



**Date:** 5 December 2024

**Venue:** Taranaki Regional Council Boardroom, 47 Cloten Road, Stratford

**Document:** TRCID-1492626864-169

**Present:**

A Jamieson	Taranaki Regional Council (Chairperson)
T Cloke	Taranaki Regional Council
N Volzke	Stratford District Council
P Nixon	South Taranaki District Council
H Duynhoven	New Plymouth District Council
L Stewart	Waka Kotahi

**Attending:**

M Nield	Taranaki Regional Council
L Hawkins	Taranaki Regional Council
F Ritson	Taranaki Regional Council
C Gazley	Taranaki Regional Council
N Chadwick	Governance Administrator
A Harris	Stratford District Council
S Bowden	Stratford District Council
R Leitao	New Plymouth District Council
M Chong	New Plymouth District Council
C Littlewood	Taranaki Regional Council
V Lim	South Taranaki District Council

3 members of the public were in attendance

The meeting opened with a group Karakia at 1.01pm.

*(Mayor N Volzke and Mayor P Nixon joined the meeting at 1:02pm)*

**Apologies:** No apologies from committee members were received.

## **1. Confirmation of Minutes Regional Transport Committee – 15 September 2024**

### **Resolved**

That the Taranaki Regional Transport Committee:

- a) took as read and confirmed the minutes of the Taranaki Regional Transport committee held at 47 Cloten Road, Stratford on 15 September 2024 at 1.00pm

- b) noted the unconfirmed minutes of the Taranaki Regional Transport Committee meetings held at 47 Cloten Street, Stratford on 15 September 2024 at 1.00pm, have been circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for their receipt and information.

Volzke/Cloke

## **2. Receipt of Minutes Regional Transport Advisory Group – 7 November 2024 and State Highway 3 Working Group minutes 1 October 2024**

### **Resolved**

That the Taranaki Regional Transport Committee:

- a) received the unconfirmed minutes of the Regional Transport Advisory Group (RTAG) meeting held at 47 Cloten Road, Stratford on 7 November 2024
- b) received the unconfirmed minutes of the State Highway 3 Working Group, held at St John's, 41 SH3 Mōkau, on Tuesday 1 October 2024.

Volzke/Cloke

## **3. Venture Taranaki Presentation**

- 3.1 M Lamb, Strategic Project Advisor, and S Hitchcock, Deputy Chief Executive provided a presentation from Venture Taranaki.

### **Resolved**

That the Taranaki Regional Transport Committee:

- a) received the presentation from Venture Taranaki
- b) noted the content within the presentation.

Nixon/Duynhoven

*(Councillor C L Littlewood, M Lamb and S Hitchcock left the meeting at 1:32pm)*

## **4. Update from Non-voting advisory members**

- 4.1 As neither of the non-voting advisory members were in attendance, Committee Chair A Jamieson introduced the paper but no resolution was put.

## **5. Consideration of a request from the NZ Equestrian Advocacy Network**

### **Resolved**

That the Taranaki Regional Transport Committee:

- a) received the memorandum, Consideration of request from the NZ Equestrian Advocacy Network
- b) approved sending a letter of thanks from the Committee Chair to the NZ Equestrian Advocacy Network noting the points outlined within the memorandum, incorporating any matters requested by Members
- c) noted that there is currently no definition of 'vulnerable road user' in legislation however a broad one is provided within the Regional Land Transport Plan 2024 which remains fit for purpose

- d) determined that this decision be recognised as not significant in terms of section 76 of the Local Government Act 2002
- e) determined 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, determined 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.

Cloke/Volzke

## **6. Regional Land Transport Plan Implementation Updates**

- 6.1 R Leitaio, New Plymouth District Council provided an update on transport activities within the New Plymouth District.
- 6.2 V Lim, South Taranaki District Council provided an update on transport activities within the South Taranaki District.
- 6.3 S Bowden, Stratford District Council provided an update on transport activities within the Stratford District.
- 6.4 C Gazley, Taranaki Regional Council provided an update on public transport activities.

### **Resolved**

That the Taranaki Regional Transport Committee:

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

Cloke/Nixon

## **7. Speed Management Changes**

- 7.1 F Ritson gave an update on changes to the national speed management policies which has removes regional authority involvement.

### **Resolved**

That the Taranaki Regional Transport Committee:

- a) received the memorandum, Speed management changes
- b) noted that the national policy approach for speed management and road safety have shifted significantly with the change in Government
- c) noted the new Land Transport Rule: Setting of Speed Limits 2024 which came into force on 30 October 2024 has removed the regional authority involvement in speed management planning which was assigned by the Land Transport Rule: Setting of Speed Limits 2022.

Volzke/Cloke

## 8. Waka Kotahi New Zealand Transport Agency Update

8.1 L Stewart - Waka Kotahi provided an update on regional and national activities.

### **Resolved**

That the Taranaki Regional Transport Committee:

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

Cloke/Nixon

There being no further business the Committee Chairperson, Councillor A L Jamieson declared the Regional Transport Committee meeting closed with Karakia at 2:55pm.

Regional Transport

Committee Chairperson: \_\_\_\_\_

A L Jamieson



**Date:** 13 March 2025

**Subject:** Receipt of Regional Transport Advisory Group Minutes 20 February 2025

**Author:** B Clough, Public Transport Engagement Coordinator

**Approved by:** M J Nield, Director - Corporate Services

**Document:** TRCID-1492626864-360

### Recommendations

That the Regional Transport Committee:

- a) receives the unconfirmed minutes of the Regional Transport Advisory Group (RTAG) meeting held at 47 Cloten Road, Stratford on 20 February 2025.

### Appendices/Attachments

TRCID-1351577652-149: [RTAG Minutes – 20 February 2025](#)

## Taranaki Regional Transport Advisory Group (RTAG) Meeting

### MINUTES

**Date** Thursday 20 February 2025, 10:00am

**Venue** Taranaki Regional Council and via Zoom (z)

**Present**

NPDC	Stuart Knarston
NZTA	Adrienne Duffy (z), Nigel Hurley, Shaun Harvey, Wayne Wallace
SDC	Steve Bowden
STDC	Nick Dawe
TRC	Bill Clough, Cheryl Gazley, Lisa Hawkins (first 30 mins)

**Apologies**

NZTA	Kendra Ludeke, Richard Ashman
STDC	Vincent Lim
TRC	Fiona Ritson

**1. Welcome and apologies**

Apologies accepted.

**2. Minutes of last meeting 15 August 2024**

- Minutes confirmed as accurate  
Moved Steve Bowden  
Seconded Nick Dawe
- Matters arising  
No matters arising
- Update on Actions underway  
No actions underway

**3. Crown Resilience Programme (CRP) – LH**

Request from the 5 December 2024 meeting of the RTC that the RTAG discuss opportunities for combined (inter-district) applications for CRP funding, that the RTC could then add their support to. There were potential projects mentioned for this, such as Tarata Rd or Junction Rd, which are being heavily impacted by forestry.

The following have been successful in getting Crown resilience funding through the minister so far:

STDC	Waitōtara Valley Road Resilience Improvements
STDC	Severn Street, Waitōtara
SDC	Retaining wall improvements

The only one left to finalise funding is the STDC – Waitōtara Valley Road project.

Those projects have been submitted by council via the LCLR submissions in the NLTP and needed to pass across the Minister's desk for approval.

No-one from NZTA had any detail to offer on the application process – follow up is required.

No specific suggestions provided of potential sites for combined applications. Members to consider options and email FR sites for discussion.

#### 4. General Business – LH

##### 1. Road Safety

###### a. Recent vehicle crashes

There have been several crashes in the news in recent times, for example:

- Inglewood SH3 intersection with Dudley Road, pedestrian died on 4 February
- SH3 near 8 Mile Junction a loaded truck rolled, blocking SH3 on 10 February

Group discussion.

Incident response management concern was where do they send the diversions - they should be using the routing tool - but there are some concerns around whether the routing tool considers any road works that are in place. No specific issues or reflections on the most recent safety issues.

###### b. SH3 Waitara to Bell Block speed limit reversal consultations

NZTA consultation on SH3 Waitara to Bell Block speed limit reversals from 80 to 100km/h on two stretches of highway. The consultation closing date is 13 March, the same day as the RTC meeting.

NPDC are doing a submission to keep at 80km/h. David Brown preparing.

The general perspective is that there are concerns about whether the environment has substantially been changed or will be changed enough to resolve safety issues for it to have a speed reversal.

There has been very strong early community feedback on it staying at 80km/h.

###### c. Changes to RoadSafe Taranaki funding and processes

SB advised that RoadSafe Taranaki have a quarterly meeting (a management meeting including representatives of all three district councils) with project updates, previously followed by a RoadSafe Action Plan meeting where additional partners join. That has now changed to a quarterly email from RoadSafe Taranaki to update partners on what are delivering or planning to deliver and then perhaps have one in-person meeting annually.

Despite the drop in national funding for RoadSafe Taranaki, the three district councils are honouring their commitment to local share, which has lessened the impact on the overall budget and allowed some work to continue.

##### 2. Fast Track Approvals

Four projects in Taranaki in Schedule 2 of the Act:

Taranaki Region (4 projects)				
Maia Properties Limited	Maia Properties - Mangorei Road Development	Taranaki	Housing and Land Development	The Maia Properties - Mangorei Road Development project is to develop 119 allotments for residential housing on Mangorei Road.
Stratford Park Limited	Stratford Park	Taranaki	Housing and Land Development	Stratford Park is a project to develop a multi-use complex to host A&P shows, motorsports, and equestrian events. Stratford Park will also provide community and education facilities, parks, and walkways.
Trans-Tasman Resources Limited	Taranaki VTM Project	Taranaki	Mining and Quarrying	The Taranaki VTM project is to extract up to 50 million tonnes (Mt) of seabed material per year from the Project Area.
Harmony Energy NZ #8 Limited	Huirangi Solar Farm	Taranaki	Renewable Energy	The Huirangi Solar Farm project is to construct and operate a solar farm and to connect to and supply electricity to the national grid.



Group discussion on level of awareness of these projects and likely transport impacts.

SB advised that SDC members met with Stratford Park directors 17 February 2025. Monmouth Road is the key issue here as it will be one of the main access routes in. Despite the discussion occurring over several years with Kiwi Rail and NZTA, many hurdles have now been identified. The previous access issues have been escalated by pending rail traffic increasing to seven trains per day with log cartage due to start soon. NZTA have advised they will not fund a requested roundabout nor upgraded rail crossing to Monmouth Road.

## **5. NZTA Waka Kotahi updates**

1. Planning, investment, system design updates
2. Taranaki SH Maintenance updates
3. Taranaki Project Updates
  - Te Ara o Te Ata Mt Messenger
  - Te Ara Tutohu SH3 Waitara to Bell Block
  - New Plymouth to Egmont Village
  - SH3/SH3A New Plymouth to Hāwera

NH advised that the maintenance resealing season finishes in March 2025 (construction April 2025). Work has been proceeding to plan other than a couple of structural asphalt sections still to be completed in the New Plymouth area, as well as The Whareroa intersection south of Hawera. Outside of the main maintenance contract there is also a structural asphalt at Waitara Rd (Big Jims rail overbridge to Richmonds Rd) being carried out alongside the roundabout construction, and the separate contract package set of granular rehabs in South Taranaki.

## **6. Council updates**

### **NPDC – SK**

The Council adopted the 30-year ITF programme at its meeting on 16 December 2024 and endorsed the submission of the ITF PBC to NZTA. SK will send detail to WW at NZTA to upload.

The Council also agreed to proceed with the high frequency bus trial in year 2 to maximise outcomes sought within available budgets. The final route to be recommended by the newly formed Taranaki Passenger Transport Joint Committee and confirmed by the mayor, deputy mayor and chair of Audit and Risk.

Maintenance, Operations and Renewals (MOR) NZTA approved allocation at \$80.4M for 2024-27 is \$8.5M less than the approved LTP budget for the 2024-27 period. NPDC will now have to consider options going forward this financial year and future annual plans. Our greatest risk area for the year ahead and the next 10-years will continue to be the impact of forestry haulage on our network.

NZTA allocation for road improvements at \$6M for 2024-27 is \$11.5M less than the approved LTP budget for the 2024-27 period. Some of the projects that have not been approved by NZTA will need to go ahead due to their link to growth, land development, and tourism demand. NPDC will now have to reconsider funding options to bridge the gap.

At its December meeting, the Council agreed to maintain the NPDC transportation budget in the LTP for 2024/25, and fund the OPEX shortfall by repurposing renewal funding, debt funding renewals, and managing the debt through the Annual Plan 2025/26. For CAPEX, the available debt-funding will be allocated as per the LTP budget to address the NZTA CAPEX funding shortfall in 2024/25 and managing the debt through the Annual Plan 2025/26.

### **SDC – SB**

Council is approximately halfway through their Maintenance, Operations and Renewal expenditure for the 2024/25 year. We have completed 50% of the 2024/25 reseal programme, the remaining reseal sites will be completed by mid-March.

The wooden bridge locally known as Gowers Access was repaired in January 2025.

The replacement of a steel culvert on Wawiri Road commenced in January. The road was closed for 2 weeks in February for the removal of the existing culvert and installation of the new pre-cast concrete box units.

We are currently preparing a communications plan for consultation with the community for a Stratford Primary School safety improvement project. The project is a “watered down” version of the Transport Choices project for the Regan St frontage. Council approved a budget of \$100k for the project.

Full details of all the above are covered in the report.

SDC has written three roading Bylaws for public consultation which closed on 17 January 2025. These are Parking Control Bylaw 2025; Vehicle Crossing Bylaw; Restricted Access of Roads Bylaw. A council Hearing for submissions received will be held on 25 February. All three Bylaws will take effect from 1 May 2025, subject to any amendments from the Hearing and Deliberations meeting on 25 February.

### **STDC – ND**

Maintenance, Operations and Renewals. Road maintenance contracts expired in July 2024. New tenders, broken down into 6 contracts, were placed via GETS in November 2024. Start date for some is April 2025 with the balance starting in July 2025.

All renewals resurfacing has been completed for the season.

Rehabilitation work at Mountain and Kohi Roads have been sealed and work is progressing well on Rotokare Road. The Contract for Ohangai Road is in the process of being awarded.

### **TRC – CG**

There are 4 projects underway for the regions public transport (PT) service.

- new PT network - will see a comprehensive overhaul of bus routes and schedules aimed at modernising the service. The new network will go live on 6th April 2026.
- full rebrand - A full redesign of the public transport brand, including a new logo, visual identity, and marketing materials.
- new website – with much improved user interface. System will include live screens in the NP bus hub and on buses. The website will launch on 6th April 2026.
- NTS National Ticketing Service – was due to start Sep 2025 but now looking like early 2026

Alongside these developments, work is being done to evaluate and adjust fare structures in response to a request by Waka Kotahi/NZTA for an incremental increase to private share over the next three years.

The procurement process for new public transport operators is underway, with Requests for Proposal closing at the end of February 2025.

NZTA has provided a pathway for the reintroduction of bike racks on buses, the bike racks are currently out of service due to bikes obscuring headlamps on some models of buses. TRC PT Operators have assessed their fleet and found that their buses do not comply with the new standards. Options are being assessed to remedying the situation.

## **8. General Business**

NH advised that tomorrow was his last day in his current role at NZTA and on RTAG. Nigel moves to a different role within NZTA.

His replacement is being advertised now.

**9. Next RTAG meeting – 10am on Thursday 8 May 2025**

**Summary of actions underway**

Ref	Responsibility & date requested	Action	Progress
A	DCs – 20/2/2025	Suggestions for potential joint CRP applications to be sent to FR	Underway

**The meeting closed at 11.10 am.**

**Acronyms commonly used in RTAG meetings**

Acronym	Meaning
AC	Activity Class
AMP	Asset or Activity Management Plan
BC	Business Case
BTCS	Better Travel Choices Strategy
CVST	Commercial Vehicle Safety Team
DC	District council
DSI	Deaths and Serious Injuries
ERP	Emissions Reduction Plan
GPS	Government Policy Statement on Land Transport
IDMF	NZTA's Investment Decision Making Framework
ILM	Investment Logic Mapping
LOS	Levels of Service
LTP	Long Term Plan
NOC	Network Outcomes Contract
NOF/NOP	Network Operating Framework/Networking Operating Plan
NPDC	New Plymouth District Council
NZTA	Waka Kotahi NZ Transport Agency
ONF	One Network Framework
ONRC	One Network Rooding Classification
POE	Point of Entry (initiation of a business case)
R2Z	Road to Zero – NZ's Road Safety Strategy 2020-2030
RAMM	Road Assessment and Maintenance Management database
RCA	Road Controlling Authority
RLTP	Regional Land Transport Plan
RPTP	Regional Public Transport Plan
RSMP	Regional Speed Management Plan
RSTES	Regional Stock Truck Effluent Strategy
RTAG	Regional Transport Advisory Group
RTC	Regional Transport Committee
SDC	Stratford District Council
SH	State Highway
SHIP	State Highway Investment Proposal

Acronym	Meaning
SIG	Special Interest Group (regional sector of LGNZ)
SIP	Speed and Infrastructure Programme
SMP	Speed Management Plan
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
SSBC	Single Stage Business Case
TEFAR	Targeted Enhanced Financial Assistance Rate
TIO	Transport Investment Online
TM	Traffic Management
TP	Transport Programme
TRC	Taranaki Regional Council
TSIG	Transport Special Interest Group
VFM	Value for Money
VKT	Vehicle Kilometres Travelled



**Date:** 13 March 2025

**Subject:** Presentation from KiwiRail

**Author:** N Chadwick, Executive Assistant to the Chief Executive and Chairperson

**Approved by:** M J Nield, Director - Corporate Services

**Document:** TRCID-1492626864-415

### Purpose

1. The purpose of this memorandum is to introduce the presentation from KiwiRail on the Rail Network Investment Programme (RNIP) along with a general update from Lisa De Coek (Group Manager – Government Engagement (Acting)), Ben Johnston (Manager Government Investment) and Alan Piper (Group General Manager Sales and Commercial).

### Recommendations

That the Regional Transport Committee:

- a) receives the presentation from KiwiRail on the Rail Network Investment Programme
- b) notes the content of the presentation along with the general update from Kiwi Rail.

### Background

2. Rail plays an important role in New Zealand, avoiding transport emissions and road congestion by transporting millions of people each year on commuter services.
3. Given rail has 70% fewer carbon emissions per tonne carried, compared to road freight, growing rail freight volumes is a crucial way of reducing emissions from the transport sector as a whole.
4. Investment in the national rail network is crucial to delivering service reliability, for commuters in Auckland and Wellington and KiwiRail's freight customers across the country.
5. The Rail Network Investment Programme (RNIP) details investment in New Zealand's rail network over a three-year period. It includes funding from the National Land Transport Fund and Government budgets.
6. For KiwiRail, each RNIP (within a 10-year forecast) enables more effective investment decision-making, supports and creates new jobs, and provides certainty to ourselves and to customers. It is the basis on which better and more reliable services to customers can be provided, ultimately resulting in greater volumes on rail.
7. KiwiRail prepares the RNIP in accordance with the Land Transport Management Act 2003 and the statutory requirements set under section 102A. The New Zealand Transport Agency (NZTA) is required to monitor the extent to which the RNIP contributes to the purposes of the LTMA and is consistent with the Government Policy Statement on land transport

8. This Committee has been seeking to have a strategic relationship with KiwiRail for some time. The opportunity to meet key personnel and to get to know them, together with starting an understand of their key strategic initiatives is a key first step in this journey.



**Date:** 13 March 2025

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

**Author:** L Stewart, Waka Kotahi

**Approved by:** M J Nield, Director - Corporate Services

**Document:** TRCID-1492626864-362

### **Purpose**

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

### **Recommendations**

That the Regional Transport Committee:

- a) receives the updates and presentations provided by Waka Kotahi New Zealand Transport Agency.

### **Appendices/Attachments**

TRCID-1492626864-417: Detailed updates - Waka Kotahi

TRCID-1492626864-418: Presentation - Waka Kotahi

TRCID-1492626864-431: Presentation – Waka Kotahi Safety Camera Update



# Taranaki regional updates

March 2025

Note: The following slides are detailed updates, and to be taken as read.

The committee are welcome to ask questions relating to the information as required.





# Taranaki large capital project updates

Activity	2024 - 27 NLTP (\$)	Key date(s)	Status	Commentary
Te Ara o Te Ata: Mt Messenger Bypass	\$280m - cost estimate from 2021.  Revised cost estimate to be confirmed mid- year	February 2025 - Tunnel excavation begins  March 2025 – staging works for construction of 125m bridge		<ul style="list-style-type: none"> <li>Tunnelling is underway using a 110-tonne road header machine</li> <li>Earthworks cut volume 322,000m<sup>3</sup> at end of Jan 2025.</li> <li>Cut 14 (38m high and 130m long) completed in February, opening access to the site of the 125m bridge.</li> <li>Riparian planting along Mimi River largely complete.</li> </ul>
Te Ara Tūtohu: Waitara to Bell Block	\$84m	6 May 2024 – Construction on Waitara Road Roundabout and associated improvements started  Dec 2025 Waitara Road Roundabout complete		<ul style="list-style-type: none"> <li>Waitara Road construction underway – on track for completion by the end of 2025.</li> <li>Detailed design for the De Havilland Drive Roundabout and associated improvements, including realignment of Airport Drive, is underway.</li> <li>Working with NPDC to co-ordinate delivery of state highway and local road improvements.</li> </ul>
SH3 New Plymouth To Hāwera	\$60m (approved)  \$130m (NLTP 2024-27 TBC)	November 2024 - Mangorei Road Roundabout commenced		<ul style="list-style-type: none"> <li>Mangorei Rd Roundabout progressing to plan.</li> <li>Wildlife permits received for lizard salvage, to be followed by vegetation removal enabling widening of centreline.</li> <li>Design continues for possible future wide centreline at locations between Egmont Village and Eltham.</li> <li>Egmont Village Roundabout design complete</li> </ul>

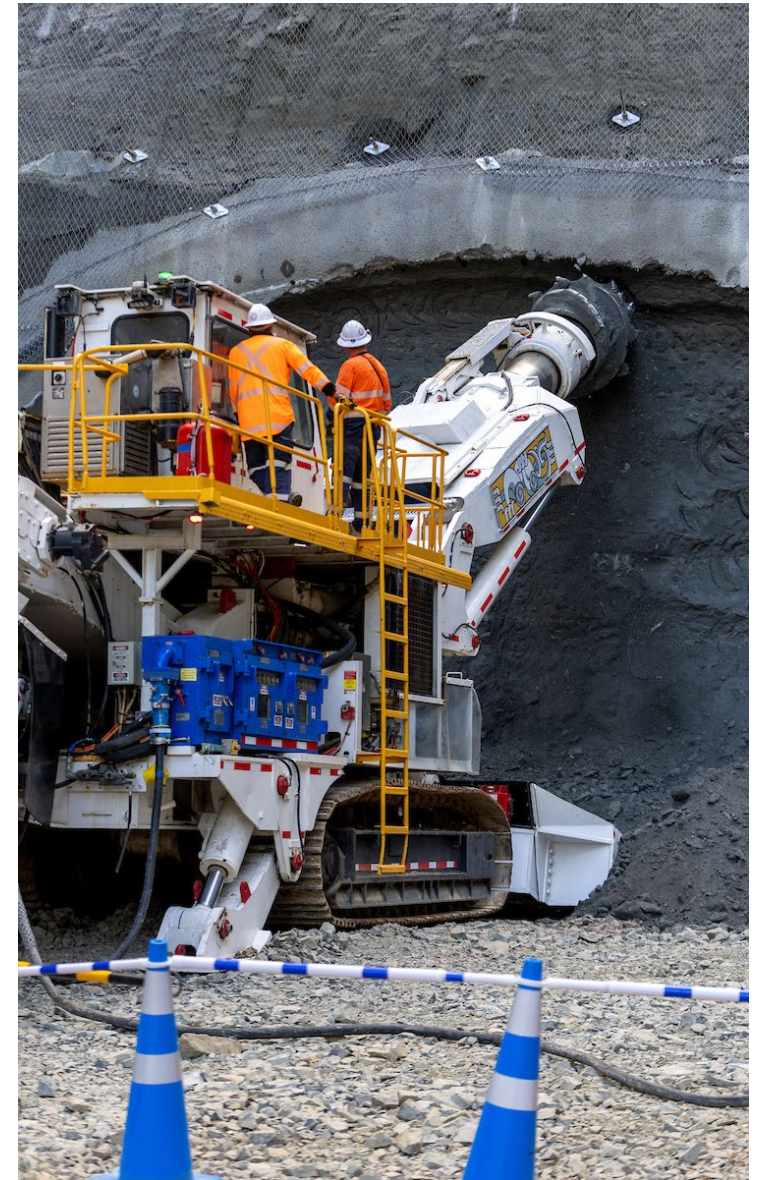
# SH3 Te Ara o Te Ata - Mt Messenger Bypass

## Project update

- Excavation of the project's 235m tunnel, starting at the southern entrance point, began in February 2025.
- Temporary staging to start in March for the larger of the project's two bridges (125m).
- 322,000m<sup>3</sup> of earthworks were completed by end of Jan 2025.
- Since the start of this year, kiwi experts have lifted five fertile eggs for hatching at the Gallagher Burrow at Wairakei near Taupō and the National Kiwi Hatchery in Rotorua.
- Fourteen young kiwi are being creched at Wairakei and they'll be released in Parininihi once over 1kg and considered large enough to fend off predators such as stoats.
- Between now and the end of May, the 16 monitored kiwi in the project area will be caught to have their transmitters changed.
- Riparian planting along the Mimi River largely completed, with 58,000 plants going into the ground this season on top of last year's 16,000.

NZ Transport Agency

*Image: The first cut of the tunnel was made in early February using a 110-tonne road header machine.*







*Image: First day of tunnelling*

# SH3 New Plymouth to Hāwera safety improvements

## Project update

- Work is progressing well on the project to create a 28m by 24m roundabout at the intersection of SH3 and Mangorei Road.
- A temporary roundabout at the intersection is performing well, with minimal traffic issues reported as work takes place on all four corners.
- Lizard search and removal began in late February ahead of vegetation clearance to enable widening of the centreline near the Mangorei and Junction St intersections.
- Installation of wide centreline south of Inglewood will begin soon. A right-hand turn bay that was being scoped for the intersection with Dudley Road has been put on hold due to issues with the close proximity of the Windsor Walkway.
- Design of wide centreline at sites between Egmont Village and Eltham continues. No construction funding has been allocated for these improvements to date.

*Image: The temporary roundabout at Mangorei Road intersection.*





# Te Ara Tūtohu: SH3 Waitara to Bell Block

## Project update

### Waitara Road Roundabout

- Next stage of construction will get underway shortly and is due to be completed in April. Focusing on stormwater work and constructing the southbound lane of the Waitara Road Roundabout.
- Roundabout due to be complete by mid-2025.

### De Havilland Drive/Airport Drive Roundabout

- Detailed design for De Havilland Drive Roundabout and Airport Drive realignment nearing completion.
- Working with NPDC to co-ordinate delivery with their local road improvements (Airport Drive Roundabout and Parklands Avenue extension road).



Image: Waitara Road Roundabout construction underway

# SH43 Forgotten World Highway improvements

## Tāngarākau Gorge sealing

- Sealing was completed and the road opened to two lanes of traffic at the end of February.
- The second coat seal will be applied in March.
- The project saw 12.5km of road sealed, 3 retaining walls built and 2400 metres of roadside barrier installed.
- A completion event is planned for 20 March.

## Cultural narrative works

- Minor changes have been made to the design to ensure the structural integrity of the sculptures.
- Installation is programmed for mid-2025.
- Designs for an additional sculpture at Kahouri Stream Bridge are also being finalised.



Image: Sealed road through the gorge

# SH4 Whanganui to Raetihi update

## Te Oreore permanent reinstatement

- Pre-implementation continues to progress well.
- Design for long-term solution now complete and process to apply for resource consent underway.
- Agreements reached with affected landowner regarding land matters, application for minor alteration to designation submitted in February. Agreement is conditional on Māori Land Court orders being made.
- Project agreement signed by landowner and NZTA to formalise positive relationship.
- Construction targeted for Q4 2025, subject to funding, property and consents.



*SH4 Te Oreore temporary road remains in operation*



# Crown Resilience programme

Taranaki resilience projects funded by the Crown Resilience Programme

State Highway	Location	Activity	Status
SH4	Waterfall Hill	Drainage improvements	Design completed. Construction by end of 2025
SH3	Rapanui	Retaining wall	Construction to commence end of Feb
SH3	Tongapōrutu	Scenic Viewpoint	Design and construction 2025/26
SH45	Rahotu	Culvert replacement	Design and construction 2026/27



# Hei konā mai



# Taranaki Regional Transport Committee

March 2025

 **NZ TRANSPORT  
AGENCY**  
WAKA KOTAHI

Te Kāwanatanga o Aotearoa  
New Zealand Government

# NZTA CE appointed

- Brett Gliddon has been appointed as the Chief Executive for NZ Transport Agency Waka Kotahi.
- Brett is a widely respected leader with a deep knowledge of the transport system and a track record of large-scale infrastructure delivery.
- A qualified civil engineer, he has been with NZTA for several years, most recently serving as Group General Manager (GGM) for Transport Services.
- He also holds governance roles nationally and internationally, including as Deputy Chair of Austroads.
- Vanessa Browne, National Manager Portfolio and Standards, will continue as the Acting GGM Transport Services until a permanent appointment is made.





# Roads of National Significance (RoNS)

- Benefits of the RONS programme include:
  - Support for economic growth and productivity, including housing development
  - Making our network safer and more resilient
- Completion and approval of the investment cases for Belfast to Pegasus and Stage 1 Hawke's Bay Expressway took place late last year.
- Contract award for Belfast to Pegasus detailed design is scheduled for February.
- Lodgement for designation and resource consents for Takitimu North Link Stage 2 and Tauriko-Omanawa Bridge Replacement is scheduled for March/April.



# Setting of Speed Limits 2024

## Land Transport Rule

- The Amendment Rule now in force. Updated guidance is available online and Road Controlling Authorities (RCAs) are encouraged to get NZTA (Regulatory) support with reversals' process.

### Key deadlines

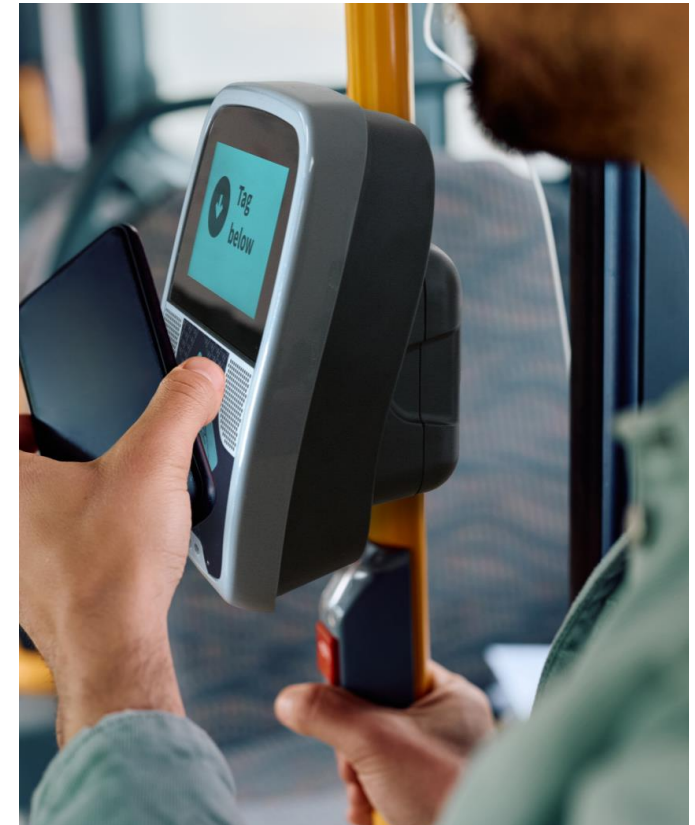
- 1 May 2025 – list of specified roads submitted (now including 'transit corridors' & 'state highway rural connectors') / National Speed Limit Register (NSLR) updated. NB Completed reversals template needs be submitted to NZTA (Regulatory) before NSLR is updated.
- 1 July 2025 – reversals implemented
- 1 July 2026 – Variable Speed Limits outside school gates implemented (with some exceptions).
- National Land Transport Plan (NLTP) funding: cost-scope adjustment to Low Cost Low Risk programme.

### Questions

Email [speedmanagementprogramme@nzta.govt.nz](mailto:speedmanagementprogramme@nzta.govt.nz) (Subject Matter Experts) or for funding queries contact your regional Maintenance & Operations Investment Advisor or email [TS\\_MO\\_InvestmentAdvisors@nzta.govt.nz](mailto:TS_MO_InvestmentAdvisors@nzta.govt.nz)

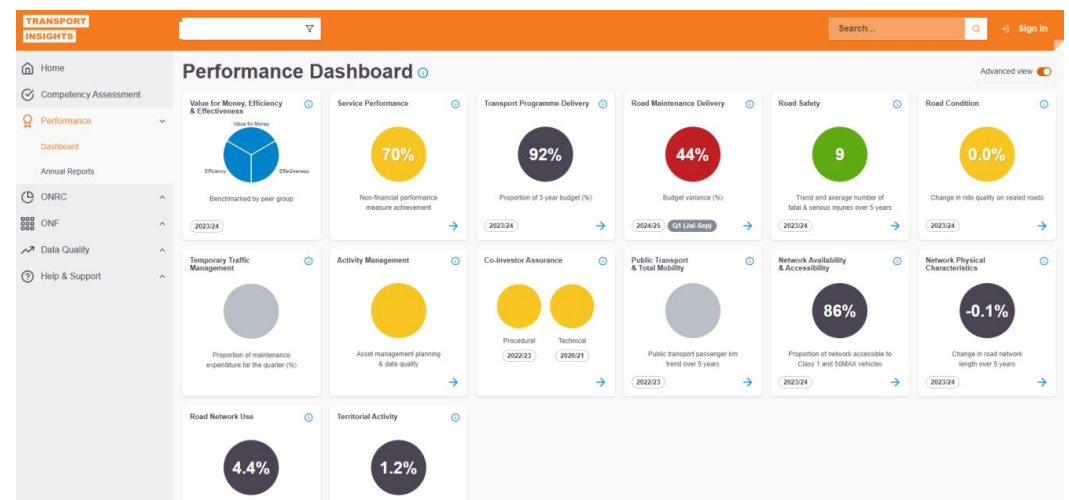
# National Ticketing Solution (NTS)

- The Motu Move pilot in Christchurch is live and going well. The pilot is testing the key contactless payments component (CPC) of the Motu Move system.
- It's had higher than expected usage with minimal customer enquiries and is proving to be popular.
- Here's a snapshot of activity:
  - 5,178 trips have been taken using CPC by 3,816 unique users
  - 35.7% of all adult trips since launch have been paid for using CPC
  - 26% of CPC users are repeat customers.
- The NTS programme is gearing up to move into the next phase of implementation in Timaru and Temuka and then on to regional rollout.



# Road Efficiency Group

- The new Transport Insights performance provides a comprehensive view of how road controlling authorities are performing across key areas.
- Quarter 2 data shows that reporting is improving the level of confidence in the costs of TTM.
- Quarter 3 reporting will also include pothole repair times.
- REG will continue to support RCAs to implement TTM improvements by sharing NZTA guidance and best practice.





# Integrated Delivery Model (IDM)

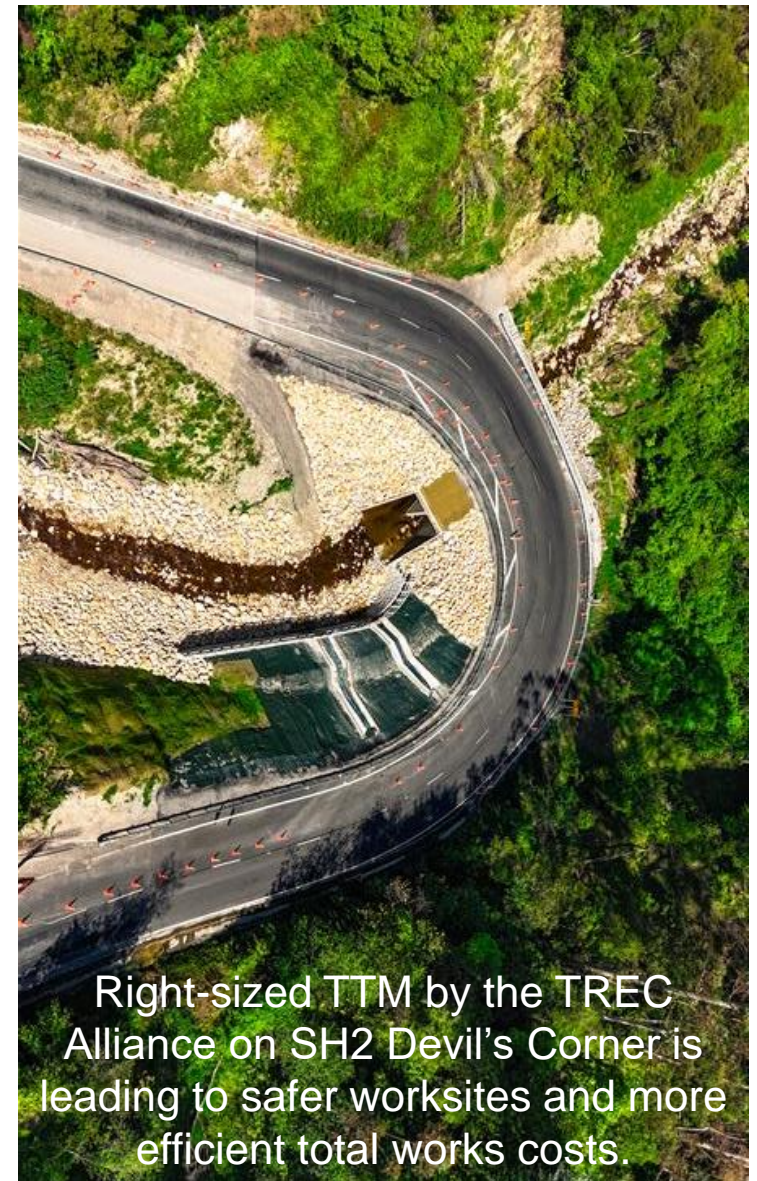
- A key focus area for 2025 is the procurement of the Integrated Delivery Contracts, the replacement for the Network Outcomes Contract model.
- Registrations of Interest closed last year with the Request for Tender to be released in the near future.
- Contracts will be awarded towards the end of 2025, with suppliers transitioning to the new contracts by the end of March 2026.
- The IDM will drive greater efficiency of delivery, while improving quality and customer outcomes.





# NZTA transition to risk-based TTM – highlights from 2024

- As the RCA for the state highway network, NZTA made strong progress to transition from CoPTTM to the NZGTTM during 2024 – some key highlights include:
  - led pilots to test the new approach in 4 regions
  - made key changes to procurement processes and our contracts with contractors
  - started phasing out CoPTTM qualifications to pave the way for a new national training and competency framework
  - introduces new TTM performance reporting measures with the Road Efficiency Group (REG).
- There is more to do in 2025. NZTA is committed to sharing knowledge, case studies, resources and regular updates with RCAs and local councils.



Right-sized TTM by the TREC Alliance on SH2 Devil's Corner is leading to safer worksites and more efficient total works costs.

# Support for RCAs - find out more

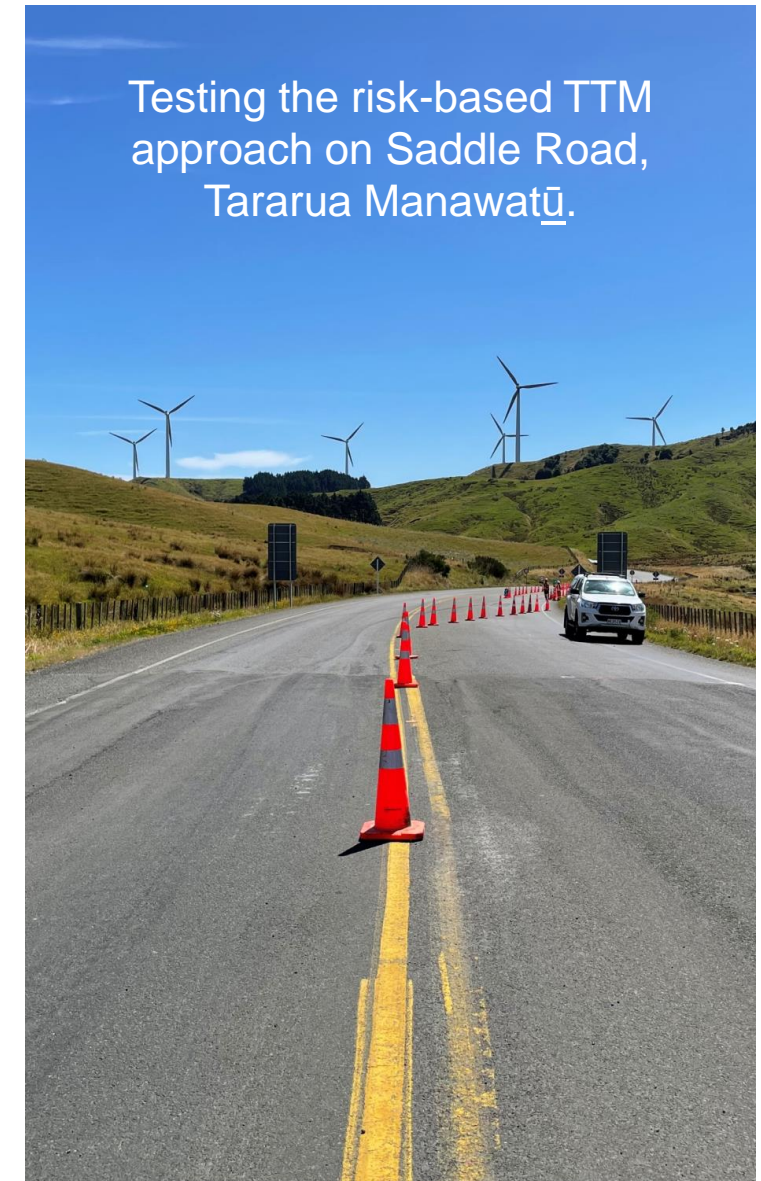
NZTA is working in partnership with the TTM Industry Steering Group (TTM-ISG) and the Road Efficiency Group (REG) to share consistent information about the new TTM approach directly with RCAs and local councils.

## WANT TO LEARN MORE ABOUT THE NEW TTM APPROACH AND YOUR ROLE AS AN RCA?

- **5 March 2025:** Join an online discussion for RCAs hosted by Tracey Berkahn, Group Manager of Road Corridor Access at Auckland Transport.
- Email [info@ttm-isg.org](mailto:info@ttm-isg.org) to sign up.

## MORE RESOURCES FOR RCAs:

- TTM webinar for RCAs on the [RCA Forum website](#)
- TTM Library on the [NZTA website](#)
- [TTM Industry Steering Group website](#)
- [TTM resource library online on the CCNZ website](#)



# RLTP: Significant related activities

Activity	Activity description	Status	On track
<b>SH3 Te Ara Tūtohu: Waitara to Bell Block Improvements</b>	Safety improvements including roundabouts at four key intersections seeking reduction in DSIs.	Waitara Road construction underway – on track for completion by mid 2025.  Detailed design for the De Havilland Drive Roundabout and associated improvements, including realignment of Airport Drive, is underway.  Working with NPDC to co-ordinate delivery of state highway and local road improvements.	
<b>SH3 Te Ara o Te Ata - Mt Messenger Bypass</b>	Offline bypass of Mt Messenger seeking safety, resilience, reliability and environmental outcomes	Progress continues in the southern and central areas. Tunnel excavation started in February 2025 and early works are underway for the project's 125m bridge.	
<b>SH3 New Plymouth to Hāwera</b>	Standard safety interventions, including median barrier and intersection improvements.	Mangorei Road Roundabout construction programme continues  Design of wide centreline continues at locations between Egmont Village and Eltham.	
<b>SH43 Sealing the Tāngarākau Gorge</b>	Sealing of the 12km unsealed section of highway through the Tāngarākau Gorge	Work to seal the entire route is complete A second coat seal will be applied in March completing the project in full.	
<b>New Plymouth Integrated Transport Framework</b>	New Plymouth District Council (NPDC) Programme Business Case to set out a comprehensive and integrated transportation system for the New Plymouth District over the next 30 years.	Adopted by NPDC.	
<b>Coastal Pathway extension to Waitara</b>	Pathway extension from Waitara to Mangati (Bell Block) to be completed in three stages.	Funding for all phases of project has been approved and is currently being delivered by NPDC.	



# Setting of Speed Limits 2024 – State Highway

## Speed limits reversals

NZTA is consulting to find out local support levels for keeping the 80km/h speed limits at these 2 locations between Waitara and Bell Block on State Highway 3:

- SH3 Waitara - 430m east of Princess Street to 300m east of Bayly Street.
- SH3 Bell Block East. From east of Mahoetahi Road to 400m west of Princess Street.

To make a submission visit [nzta.govt.nz/speed-consultation](https://nzta.govt.nz/speed-consultation) before 13 March.

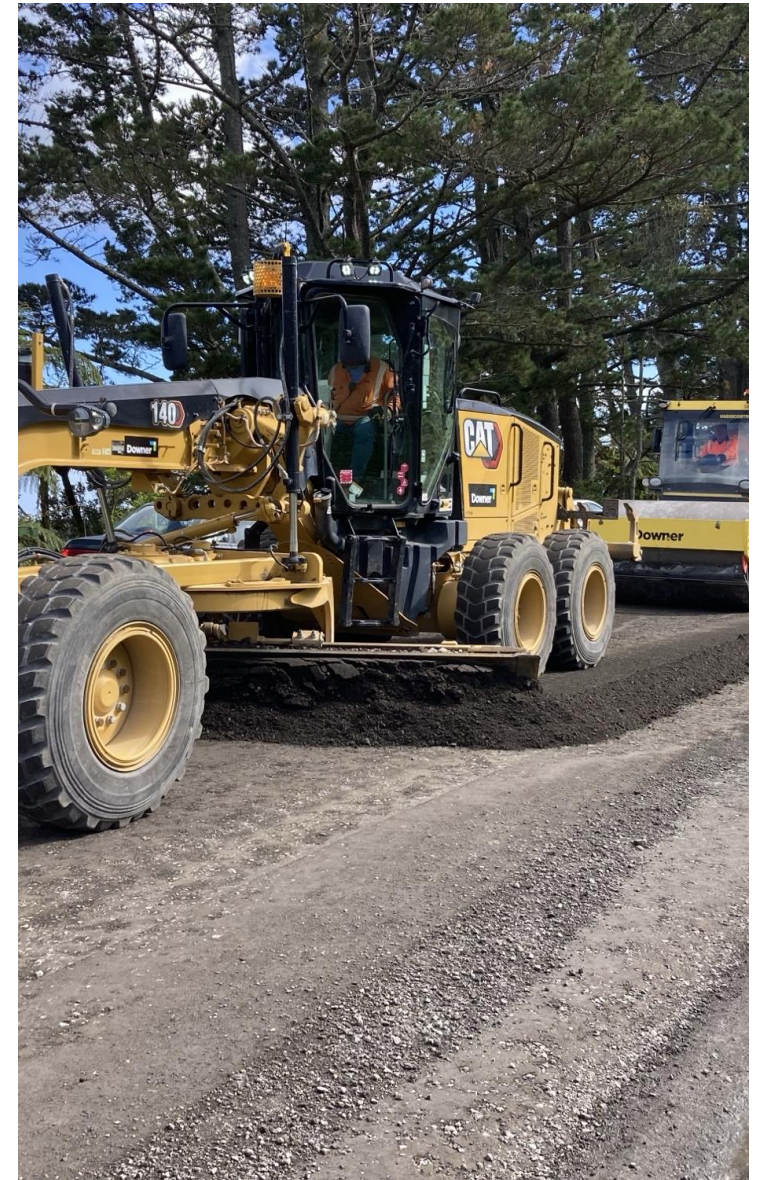
Once consultation has closed, NZTA will review and consider all feedback to assess if the existing lowered speed limit will remain at each or on part of these sections, or if it will be automatically reversed to the previous higher speed limit by July 2025.



# State highway network operations 2024/25 season overview

- On track to complete the full programme of works this season.
- Majority of rehab sites have been completed.

Activity	Lane kms completed	Percentage completed
Rehabs	18.3	91%
Resurfacing	60.3	79%



# Rehabilitation sites

State Highway	Location	Timing
SH3	Tongapōrutu - Pilot Road	Underway
SH45	Onaero Hill East and West	Complete
SH45	West of Onaero Beach Road	Complete
SH3	Big Jims overbridge to East of Richmond Road	TBC
SH3	Bell Block – Wills Road to Corbet Road	TBC
SH3	Northgate Westbound from Brindle Street to Darnell Street	Complete
SH3	Northgate Westbound Ngaio Street	Complete
SH3	Eliot Street – Courtenay to Pendraves	Complete
SH3	Hydro Road to NP Crematorium	Complete
SH3	North of Midhirst - Rutland to York	Complete
SH3	Whareroa Intersection	Likely to be constructed in May 25 to align with season downturn in dairy movements

# Rehabilitation sites continued

State Highway	Location	Timing
SH3	Waverly Township - Gloag to Chester	Complete
SH3	Whenuakura	Complete (South Taranaki tender package)
SH3	Moumahaki	Underway – due to be complete by end of March 25 (South Taranaki tender package)
SH3	Waitōtara No. 2	Underway – due to be complete by end of March 25 (South Taranaki tender package)
SH3	Waitōtara No. 1	Complete ( South Taranaki tender package )
SH3	Nukumarū	Underway – due to be complete by end of March 25 (South Taranaki tender package)
SH4	Hiwi Hill	Complete
SH4	South of Okaihae Road	Complete
SH44	Molesworth St - Eliot to Liardet	Complete
SH45	South Road Spotswood - College to Primary School	Complete
SH45	Vivian/Liardet Intersection and Vivian Street - Dawson to Morley	Complete

# Thin Asphalt Sites

State Highway	Location	Timing
SH3	Mount Messenger	Complete
SH3	Courtenay St - Eliot to Hobson	Complete
SH45	Devon street West – Lawry to Blagdon	Complete
SH45	Powderham St - Dawson to Robe	Complete
SH45	Vivian St - Liardet to Dawson	Complete



# South Taranaki works package

- To ensure the successful delivery of the region's rebuild programme, five rehab sites on SH3 between Nukumarū and Patea, have been tendered separately to the NOC – Fulton Hogan was the successful tenderer.
- To date, two sites have been completed (Whenuakura and Waitōtara No.1)
- Work is underway at Moumahaki and Nukumarū. All three sites due to be complete by the end of March.



# Hei konā mai



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# Safety Cameras

What to expect with the shift to NZTA



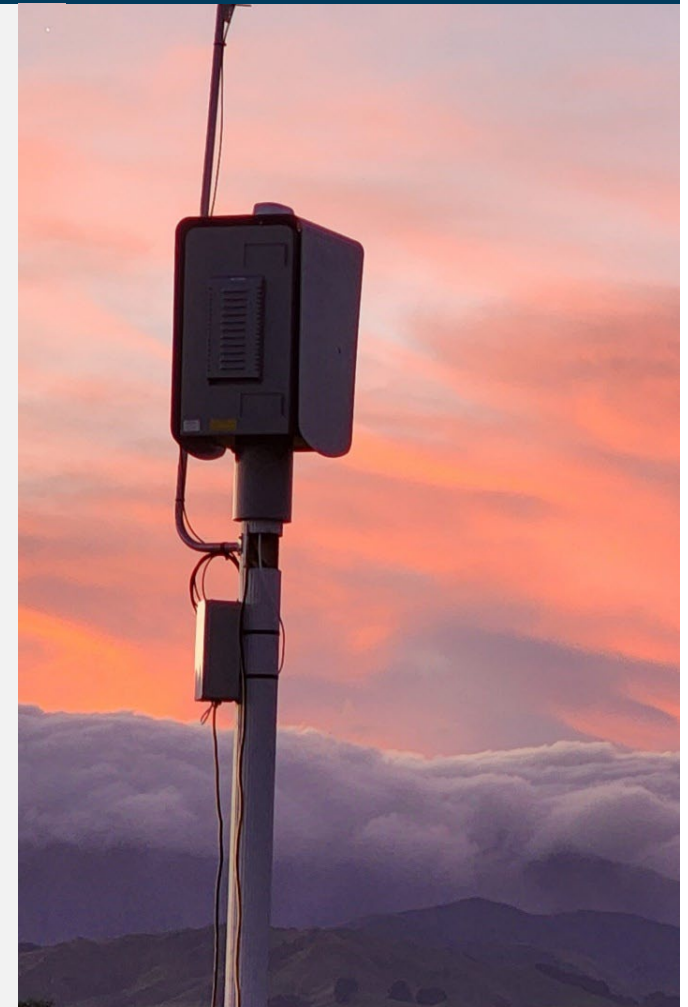
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New Zealand Government

# NZTA is taking over safety cameras in NZ

Safety cameras are an enforcement tool that's proven to save lives.

By 2027 NZTA will have:

- taken over existing safety cameras from NZ Police
- have its own mobile safety camera operations (enforcement begins by mid 2025)
- expanded the safety camera network by 51 new cameras. Of these new cameras NZTA is:
  - enforcing or has begun construction of 24 cameras
  - identifying locations for approx. 27 new cameras to be spread across the motu
    - Priority placed on average speed / point-to-point (P2P)
    - Roads treated with average speed safety cameras require two or more cameras. So, **there will be a limited number of new roads with permanent safety cameras.**





## Safety cameras are one part of the picture

The Safety Camera Network Framework (published on the NZTA website) sets out 6 principles for our approach:

- Whole of System
- Partnership with NZ Police
- Deterrence before detection
- Fair and Transparent
- Reducing inequity
- Intelligence led decision making



## How we initially identify sites

We use a combination of modelling and local expert insights - not just crash 'black spots'.

Our initial strategic modelling considers:

- Patterns in crash data
- Collective risk
- Personal risk
- Crash types
- Evidence of high-risk behaviour
- How the road is used (aka the One Network Framework)



# Safety cameras in the Taranaki region

## Existing NZ Police camera

State Highway 3, Mokoia	<ul style="list-style-type: none"> <li>• Now signposted and NZTA to begin operating the camera by the end of March</li> <li>• Minor work at the roadside as we upgrade equipment and do some testing</li> </ul>
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## Mobile safety cameras

Benefits/use	<ul style="list-style-type: none"> <li>• Spot-speed camera in a vehicle or trailer - can be moved to different locations</li> <li>• Not signposted</li> <li>• Expected to reduce regional DSIs by up to 15%</li> <li>• Locations that can't support a fixed camera</li> </ul>
How we're preparing	<ul style="list-style-type: none"> <li>• Picking up from existing NZ Police activity</li> <li>• Working with our provider and RCAs to do H&amp;S assessments at the roadside</li> <li>• Gather local knowledge on risks from RCAs</li> <li>• Will work with NZ Police to ensure enforcement is coordinated</li> </ul>
What to expect	<ul style="list-style-type: none"> <li>• We will take local knowledge into account when identifying new sites</li> <li>• Increase the number of locations over time</li> <li>• Cameras will be housed in vehicles and trailers</li> <li>• NZTA will be responsible for all mobile safety cameras from July 2025</li> </ul>

## (Limited) Expansion of safety cameras

### Average speed / point-to-point (P2P) safety cameras

Benefits/use	<ul style="list-style-type: none"> <li>• New to NZ, signage mandatory, calculate vehicle speed across the length of a road between cameras</li> <li>• Expected to reduce DSIs by around 48%</li> <li>• Preferred because the sphere of influence is extended over the entire length</li> </ul>
How we're preparing	<ul style="list-style-type: none"> <li>• Considering locations where our modelling has indicated highest reduction in DSIs</li> <li>• Based on the above and with the available funding we don't expect to have any P2P cameras in Taranaki</li> </ul>
What to expect	<ul style="list-style-type: none"> <li>• Engagement with relevant RCAs (including mayors) and Police to understand if locations are supported in principle</li> <li>• Run traffic surveys to validate whether speeding is an issue and can be mitigated by average speed safety cameras</li> </ul>
Timeframes	<ul style="list-style-type: none"> <li>• Engagement with NZ Police and RCAs underway</li> <li>• Expect to begin enforcement and have confirmed and begun construction on all new average speed safety cameras by the end of 2025</li> </ul>





**Date:** 13 March 2025

**Subject:** Submission on SH3 Speed Limit Reversals

**Author:** F Ritson, Senior Policy Analyst - Transport

**Approved by:** M J Nield, Director - Corporate Services

**Document:** TRCID-1492626864-389

## Purpose

1. The purpose of this memorandum is to seek formal endorsement of the submission to Waka Kotahi NZ Transport Agency (NZTA) on specific state highway speed limits.

## Recommendations

That the Regional Transport Committee:

- a) receives the memorandum Submission on State Highway 3 speed limit reversals
- b) receives and approves the submission prepared on the State Highway 3 speed limit reversals, subject to any amendments requested by the Committee, and instructs staff to submit the submission to the government by submission deadline.
- c) determines that this decision be recognised as not significant in terms of section 76 of the Local Government Act 2002
- d) 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

2. The Government introduced the Setting of Speed Limits Rule 2024 (the Rule) last year which introduced several key changes about the way speed limits are set. It also automatically reverses some speed limits that were lowered over the past few years on several categories of roads. For two of these categories (state highway interregional connectors and rural connectors), the Rule allows NZTA to consult to see if the public supports some of these locations staying at current speed limit, rather than seeing them reversed.
3. NZTA have therefore opened consultation around the country between 30 January and 13 March 2025 to find out local support levels for keeping speed limits at specific state highway locations at their current 'lowered' speeds. NZTA is required to reverse these locations' speed limit to their previous speeds by 1 July 2025, unless there is public support to retain them.

4. This national consultation includes two locations in Taranaki, both being on State Highway 3 (SH3) between Waitara and Bell Block in North Taranaki, as shown in the image. These sections of state highway have been included in the consultation because NZTA want to test the level of support again to see if it has changed. If there is not enough public support to retain the lower speed limit, it will reverse on these two sections of SH3 from 80 to 100km/h.

Sections of state highway	Approximate length	Current speed limit	Speed it will revert to if there is not sufficient public support
<b>SH3 Waitara.</b> 430m east of Princess Street to 300m east of Bayly Street.	0.9km		
<b>SH3 Bell Block East.</b> From east of Mahoetahi Road to 400m west of Princess Street.	4.3km		



## Issues

5. The Committee needs to formally approve the submission on the SH3 speed limit reversals so that it can be submitted on the consultation closing date of the 13 March 2025 (the date of the Committee meeting).

## Discussion

6. A copy of the submission is appended to this memorandum. This was pre-circulated to Members via email ahead of the meeting, with no subsequent amendments required.
7. The following specific submission points are made:
  - The RTC strongly supports retaining the current speed limit of 80km/h on both these stretches of SH3.
  - The original speed limit reductions were made because of the elevated safety risk and resulting high crash rates experienced on the SH3 Waitara to Bell Block corridor. The RTC supported the speed reductions being put in place while the necessary (and long advocated for) physical improvements were made to this corridor to ensure that it reached an acceptable safety level. Further assessment should then be undertaken to determine the safe and appropriate speed for all sections of this corridor.
  - Until such time as all the long-awaited works to address the multiple safety concerns have been made, there is no justification for raising the speed limits. To "revert the speed limits" without the well-known safety issues having been adequately resolved will put lives at risk.

- The RTC submit that the 80km/h speed limit should remain consistent throughout the SH3 Waitara to Bell Block corridor, for the safety of all road users.
- The RTC support reconsideration of the speed limits along this corridor once all the SH3 Waitara to Bell Block Programme of works have been completed.

## Options

8. The options are:
  - to approve the submission with any agreed amendments and submit to NZTA on 13 March 2025; or
  - to not approve the submission and do not make a submission on this consultation.
9. Option (i) is recommended, as this is consistent with previous messaging of the committee in relation to speed on the relevant section of the road and if there is not enough support demonstrated to retain it the speed limit will reverse on these two sections of SH3 from 80 to 100km/h. As outlined in the submission prepared, these sections of SH3 are simply not safe at the higher speed limit. The Committee has regional advocacy responsibilities to represent the Taranaki region on transport matters of regional significance or concern.

## Significance

10. The decision to approve a submission is not significant, and accordingly, it does not require further consideration under the Significance and Engagement Policy.

## Financial considerations—LTP/Annual Plan

11. 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

12. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Land Transport Management Act 2003*, the *Land Transport Act 1998*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

## Climate change considerations

13. There are no climate change impacts to consider in relation to this item.

## Iwi considerations

14. 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**

15. 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**

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

### **Appendices/Attachments**

Document TRCID-1553446934-52: [Submission on Taranaki state highway speed limits 2025.03](#)

Document TRCID-875616856-56: [Speed limits consultation info sheet Taranaki NZTA 2025.02](#)



13 March 2025  
Document: TRCID-1553446934-52

Waka Kotahi NZ Transport Agency  
Private Bag 6995  
Wellington 6141  
Via email to [speedmanagement@nzta.govt.nz](mailto:speedmanagement@nzta.govt.nz)

## Submission on Taranaki state highway speed limits

### Introduction

The Taranaki Regional Transport Committee (RTC) appreciates the opportunity to provide Waka Kotahi NZ Transport Agency (NZTA) with feedback during its consultation on current speed limit reviews in Taranaki.

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 on the proposed speed limit consultation are noted:

- The Government introduced the Setting of Speed Limits Rule 2024 (the Rule) last year which introduced several key changes about the way speed limits are set. It also automatically reverses some speed limits that were lowered over the past few years on several categories of roads. For two of these categories (state highway interregional connectors and rural connectors), the Rule allows NZTA to consult to see if the public supports some of these locations staying at today's speed limits, rather than seeing them reversed.



- NZTA have opened consultation around the country between 30 January and 13 March 2025 to find out local support levels for keeping speed limits at specific state highway locations at their current 'lowered' speeds. NZTA is required to reverse these locations' speed limit to their previous speeds by 1 July 2025, unless there is public support to retain them.
- This national consultation includes two locations in Taranaki, both being on State Highway 3 (SH3) between Waitara and Bell Block in North Taranaki. This part of SH3 runs mostly through farmland and natural areas with low levels of activity on the roadside. The speed limit on these sections of state highway were originally lowered after undertaking technical assessments to understand the road environment, its layout and use, and following extensive consultation with the community, iwi partners, and stakeholders.



- These sections of state highway have been included in the consultation because NZTA want to test the level of support again to see if it has changed. If there is not enough public support to retain it, the speed limit will reverse on these two sections of SH3 from 80 to 100km/h.

## Specific comments

It is noted 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.

The following specific submission points are made:

- The RTC **supports retaining** the current speed limit of 80km/h on both these stretches of SH3.
- The original speed limit reductions were made because of the elevated safety risk and resulting high crash rates experienced on the SH3 Waitara to Bell Block corridor. The RTC supported the speed reductions being put in place while the necessary (and long advocated for) physical improvements were made to this corridor to ensure that it reached an acceptable safety level. Further assessment should then be undertaken to determine the safe and appropriate speed for all sections of this corridor.

- Until such time as all the long-awaited works to address the multiple safety concerns have been made, there is no justification for considering raising the speed limits. To “revert the speed limits” without the well-known issues having been adequately resolved will put lives at risk.
- In fact, while the lower speed limit on these sections has helped mitigate the risks, it remains far from being safe even at a reduced speed. Some Members of the RTC believe that with the changes to traffic patterns and volumes, if anything, this corridor may be as dangerous as it was at the start. To revert the speed limits in these instances would be the opposite of an evidence-based decision.
- The RTC submit that the 80km/h speed limit should remain consistent throughout the SH3 Waitara to Bell Block corridor for the safety of all road users.
- The RTC support reconsideration of the speed limits along this corridor once all the SH3 Waitara to Bell Block Programme of works have been completed.

### **Closing remarks**

In summary, the RTC once again thanks Waka Kotahi for the opportunity to provide feedback on the proposed reversal of speed limit reductions on State Highways.

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](mailto:Fiona.Ritson@trc.govt.nz).

Yours faithfully

A Jamieson

**Chairperson**

**Taranaki Regional Transport Committee**

# Speed limit reviews in your region

## Taranaki



## Have your say

### Public consultation

30 January to 13 March 2025

The government introduced the new Setting of Speed Limits Rule 2024 (the Rule) last year, setting out how speed limits on New Zealand roads will be managed in a way that supports economic growth, boosts productivity, and enables people to get to where they are going efficiently and safely.

NZ Transport Agency Waka Kotahi (NZTA) is responsible for managing speeds on state highways, while councils are responsible for managing speeds on local roads in their districts.

The Rule introduces several key changes about the way speed limits are set. It also automatically reverses some speed limits that were lowered over the past few years on several 'categories' of roads. For two of these categories (state highway interregional connectors and rural connectors), the Rule allows NZTA to consult to see if the public supports some of these locations staying at today's speed limits, rather than seeing them reversed.

This consultation is seeking feedback on support levels on 2 of these locations in Taranaki. This state highway runs mostly through farmland and natural areas with low levels of activity on the roadside.

We originally lowered the speed limit on these sections of state highway after undertaking technical assessments to understand the road environment, its layout and use, and following extensive consultation with the community, iwi partners, and stakeholders.

These sections of state highway have been included in the consultation because we want to test the level of support again to see if it has changed.

**Consultation is open 30 January to 13 March 2025.**

## Next steps

Once consultation has closed, we'll review and consider all feedback to assess if the existing lowered speed limit will remain at each or on part of these sections, or if it will be automatically reversed to the previous higher speed limit.

If they are to be reversed, they will be changed by 1 July 2025 alongside other roads in your region that are automatically reversing under the new Rule (see story below).

We'll come back to the community and submitters to let everyone know the outcome of this consultation. We'll then come back again to inform you in advance of any speed limit changes being rolled out in your region.

NZTA is continuing to actively review other sites around the country where we may look to consult to change other speeds in the future.

All members of the community are encouraged to sign up to our regional email updates about the dates and locations for these speed limit changes going live in 2025 by going to our website.

## More detail on what's changing

Under the government's new Rule, any reviews of speed limits around the country in the future must be targeted to high-risk roads and outside schools, ensuring economic impacts including travel times, as well as the views of local communities and road users, are taken into account alongside safety.

The government's new Road Safety Objectives prioritise investment in road policing and enforcement, targeted use of safety cameras, investment in resilient and safe new roads, increased maintenance and cost-effective safety improvements such as rumble strips and wide centrelines.

The Rule introduces a schedule of roading classifications with different categories or types of state highways and local roads, with associated, prescribed speed limits and ranges. Speeds will be set when roads are built using this Rule. Alternatively, they can be reviewed as the environment changes over time and monitoring shows new high risk crash areas are emerging.

All future speed reviews will need to meet specific requirements under the Rule, including taking into account economic impacts and consulting with local road users and communities. NZTA is actively checking other sites around the country to understand where we may hold future reviews.

As part of the introduction of the Rule, some categories of roads with corridors that have been lowered since 2020 are required to automatically


reverse to their previous higher speed limit by 1 July 2025 (Section 11 of the Rule). Four of these categories include types of state highways managed by NZTA – urban connectors, rural connectors, interregional connectors and transit corridors. This consultation seeks to understand if local road users and communities support keeping any or part of the interregional and rural connectors named in this info sheet, rather than seeing them auto-reverse.

Other urban, rural, transit and interregional connectors will automatically reverse before 1 July 2025.

**You can find a list of all the speed limits on state highways impacted by the Rule on our website at [nzta.govt.nz/proposed-speed-limit-changes](https://nzta.govt.nz/proposed-speed-limit-changes)** 

Other types of changes are also prescribed under the Rule. Some speed limits on local roads managed by councils will also reverse back to previous speed limits. Both NZTA and councils are also required to roll out variable speed zones outside schools to help keep students safe by reducing the speed limit near the school gates during drop off and pick up times.





The Rule also enables NZTA to propose or set speed limits of 110km/h on expressways.

Learn more about the new Rule and what is changing at [nzta.govt.nz/state-highway-speed-management](https://nzta.govt.nz/state-highway-speed-management) 



## Have your say on these speed locations

We want to know if you support keeping the current lowered speed limits on the following sections of interregional state highways near you.

Sections of state highway	Approximate length	Current speed limit	Speed it will revert to if there is not sufficient public support
<b>SH3 Waitara.</b> 430m east of Princess Street to 300m east of Bayly Street.	0.9km		
<b>SH3 Bell Block East.</b> From east of Mahoetahi Road to 400m west of Princess Street.	4.3km		



State Highway 3 (SH3) between Waitara and Bell Block is one of the busiest roads in the region, carrying a combination of commuter, tourist and long-haul freight traffic. It provides access to key locations such as New Plymouth Airport and Port Taranaki and links Hamilton and New Plymouth.

While relatively straight, with a few sweeping curves, the road has several high-risk intersections. Additionally, there are a number of business and residential accesses along the route.

In 2017 and 2018 a business case was developed for safety improvements on SH3 between Waitara and Bell Block. There was considerable engagement with stakeholders and the community on infrastructure improvements and proposed changes to speed limits for this road during this process. At the time there was a mix of 80km/h and 100km/h speed limits on the route.

In December 2020, 80km/h speed limits were implemented east of Mahoetahi Road to west of Princess Street and east of Princess Street to east of Bayley Street.

The sections of SH3 between Bell Block and Mahoetahi Road and at the approaches to the Princess Street intersection were

already 80km/h, so reducing these sections made the speed limit a consistent 80km/h between Bell Block and Waitara.

Feedback received during consultation in 2019 showed that people supported making the speed limit consistent along this corridor.

There are mixed views in the community today about the lower speeds remaining permanently, so we're consulting to understand whether the community want the lower speed retained. Under the government's new Rule, NZTA is required to reverse the speed limits on this section unless there is public support to retain it.

SH3 between Bell Block and Mahoetahi Road and at the approaches to the Princess Street intersection were already 80km/h prior to the speed change in 2020 and will not change.

Safety improvements continue to be made to the route including the construction of roundabouts at the high-risk intersections on the highway and installation of sections of median barrier.





**Date:** 13 March 2025

**Subject:** Correspondence and Information Items

**Author:** F Ritson, Senior Policy Analyst - Transport

**Approved by:** M J Nield, Director - Corporate Services

**Document:** TRCID-1492626864-387

### Purpose

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

### Recommendations

That the Regional Transport Committee:

- a) receives and notes for information purposes the release of new Road Safety Objectives by the Minister of Transport in October 2024
- b) notes for information purposes the correspondence sent to the New Zealand Equestrian Advocacy Network as agreed at the 5 December 2024 Committee meeting
- c) receives and notes the work initiated to manage roading culverts in the region optimally.

### Release of new Road Safety Objectives

2. On the 17 October 2024, the Government released New Zealand's Road Safety Objectives paper (attached for reference), replacing the New Zealand Road Safety Strategy: Road to Zero. The associated media release is appended for information.
3. There are four key objectives:
  - a. Safer roads – lift the quality of our roading infrastructure
  - b. Safer drivers – ensure road users are alert, unimpaired and comply with the road rules
  - c. Safer vehicles – improve the safety performance of our vehicle fleet
  - d. Resetting speed – a balanced and targeted approach to speed limits.
4. The objectives build on the Government Policy Statement on land transport 2024, which directs investment towards road policing and enforcement, new roading infrastructure, and targeting high contributors to fatal crashes.
5. Of note, this was a soft release and did not undergo a formal consultation process. This process is different to that observed in previous national road safety strategy documents.

### **Response to deputation from NZ Equestrian Advocacy Network**

6. Per the recommendation of the Committee meeting on 5 December 2024, a letter of thanks from the Committee Chair was sent to the NZ Equestrian Advocacy Network regarding their public deputation on 12 September 2024. A copy of the letter is attached for information purposes.

### **Managing roading culverts optimally**

7. A meeting on roading culverts was held on 7 November 2024 with those responsible for maintaining the roads in the region, to discuss the range of issues around maintaining and replacing culverts – including improvements for larger water flow and fish passage.
8. This was initiated by members of the Regional Transport Advisory Group, as the Road Controlling Authority members of the Group are facing increasing challenges from the growing requirements/costs of maintaining and replacing culverts. They are seeking ways to improve the processes around identifying, prioritising and carrying out culvert improvement works.
9. Group members met with Taranaki Regional Council staff from the areas of Consenting, Policy, Freshwater Science, and Compliance. Future meetings will include the Rivers team also.
10. The main purpose of the meeting was information sharing and connecting key people to help improve understanding and information flows for all involved. It was a very successful session, with a lot of information shared subsequently, a range of agreed actions resulting and participants seeking further meetings to check / support progress in this area.

### **Appendices/Attachments**

Appendix: Beehive release October 2024, Government releases targeted actions to improve road safety

Document TRCID-1905155896-8: [NZ Road Safety Objectives released by Minister of Transport October 2024](#)

Document: TRCID-1492626864-190: [LETTER OUT- Consideration of request from the NZEAN - Taranaki RTC](#)

Beehive release on 17 October 2024

## Government releases targeted actions to improve road safety



HON SIMEON BROWN

### [Transport](#)

The Government has today released targeted actions to improve road safety that are focused on increasing road policing and enforcement, targeting the highest contributing factors to fatal crashes, and delivering new and safe roading infrastructure, Transport Minister Simeon Brown says.

- Increased alcohol breath testing and introducing roadside drug testing
- Reviewing penalties for traffic offences
- Identifying opportunities to improve the driver licensing system
- Building and maintaining our road network to a safe standard

“Motorists and freight should be able to travel around our road network, quickly and safely. Improving road safety is a priority for our Government to keep Kiwis safe and increase productivity to improve outcomes for all New Zealanders,” Mr Brown says.

The road safety objectives build on the Government Policy Statement on land transport 2024, outlining several road safety actions over the next three years that target the highest contributors to DSIs.

“Alcohol and drugs are the highest contributing factor to fatal crashes on our roads, and that’s why we have set clear targets to ensure Police are focussed on the most high-risk times, behaviours, and locations to crack down on this reckless behaviour.

“Over 850,000 more alcohol breath tests were undertaken on our roads in 2023/24 compared to the previous year, saving 37 lives across the country. We know that alcohol breath testing and drug testing are incredibly effective at saving lives.

“We all have a part to play in improving road safety. While we are prioritising road policing and enforcement to improve road safety, road users also need to take personal responsibility for their actions on the road. That’s why this plan includes reviewing penalties for traffic offences to ensure they reflect the seriousness of putting other drivers at risk, and identifying opportunities to improve the driver licence system.”

Building new Roads of National Significance (RoNS) and increasing road maintenance through a proactive approach will also achieve a safer road network.

“The RoNS built by the previous National Government are some of New Zealand’s safest roads. Road fatalities in the Kāpiti District have reduced by 71 percent since the opening of the Mackays to Peka Peka section of the Kāpiti Expressway in 2017. We are continuing this track record with investment in 17 safe RoNS across the country to enable Kiwis to get where they want to go, quickly and safely.”

# New Zealand's road safety objectives

Photo provided by NZ Police



**Te Kāwanatanga o Aotearoa**  
New Zealand Government

## Minister's foreword



New Zealand's road safety objectives build on the Government Policy Statement on Land Transport 2024 (GPS 2024). GPS 2024 recognises the important role that Roads of National Significance and Roads of Regional Significance play in unlocking economic growth and improving road safety for all New Zealanders.

Motorists and freight operators should be able to travel around our road network, quickly and safely. We all have a part to play in improving road safety. While improving road safety in an efficient manner is a priority for this Government, road users also need to take personal responsibility for their actions on the road.

This road safety objectives document aims to tackle New Zealand's most challenging road safety issues. Its effectiveness will rely on everyone doing their bit. Road Controlling Authorities, the vehicle industry, and road users all play a crucial role in improving road safety. Each of us has a part to play in ensuring that our roads are safe.

Road deaths and serious injuries place a substantial burden on families, communities, the economy, and the health sector each year, with significant costs incurred by the Accident Compensation Corporation and other parties.

The Government is committed to improving road safety by targeting the highest contributing factors to fatal road crashes, including alcohol and drugs.

This document includes a range of actions across four pillars that target these contributors, focusing on safer roads, safer drivers, safer vehicles and resetting our approach to speed limits.

Some of these actions bring significant change – introducing roadside oral fluid drug testing, reviewing penalties for traffic offences, and for the first time making some funding that is available to Police dependent on the delivery of speed and alcohol road policing activities.

Investing in new and safe Roads of National Significance and increasing road policing and enforcement are priorities for the Government as these are some of the most important tools for improving safety on New Zealand's roads.

While the Government is committed to delivering efficient and cost-effective actions over the next three years, this document creates a framework that will readily accommodate future road safety actions that target the highest contributing factors in fatal road crashes by clearly setting out the principles and objectives they will be considered against.

A handwritten signature in blue ink, appearing to read 'Simeon Brown'.

Hon Simeon Brown  
**Minister of Transport**



## Road safety in New Zealand

Safety is critical to a well-functioning transport system. Road deaths and serious injuries (DSIs) place a substantial burden on families, society, the economy, and the health sector each year. Road safety is a responsibility we all share, and improving road safety in an efficient manner is a priority for this Government.

The steady decline in DSI we observed between the 1980s and early 2010s has slowed over the past decade. Provisionally, there were 341 fatalities and 2,435 serious injuries from 2,359 crashes over the course of 2023.

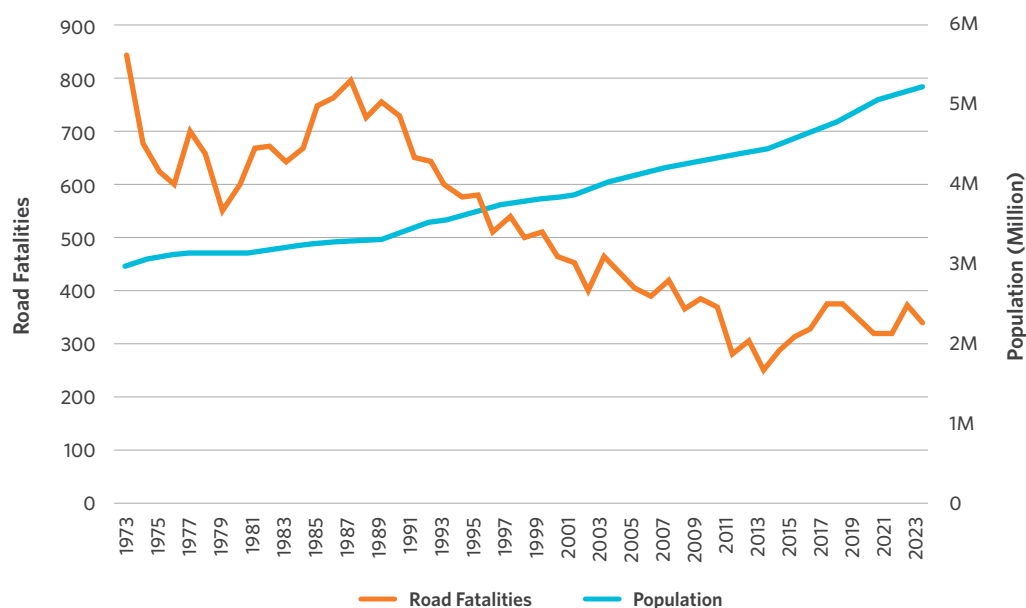
Figure 1 shows that the number of road fatalities in New Zealand has steadily declined since the late 1980s while New Zealand's population has continued to grow. This is as a result of safety improvements to the vehicle fleet, regulatory reform and the delivery of safe and new road infrastructure.

New Zealand cannot afford the growing social and economic cost of road crashes. A safe and reliable roading network will see fewer crashes, and therefore less disruption on the roading network. This will play a key part in lifting New Zealand's productivity and economic growth to improve outcomes for all New Zealanders.

### The high rates of deaths on New Zealand's roads call for a new approach to road safety

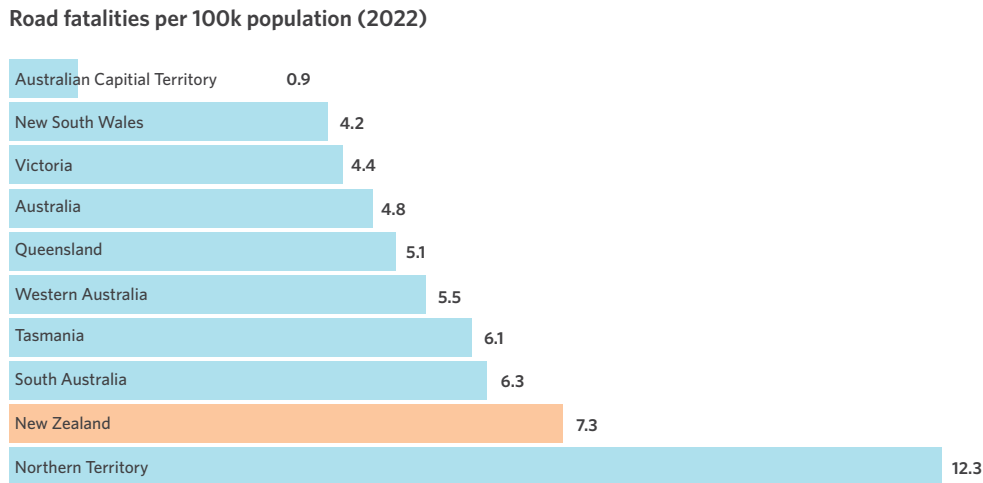
New Zealand's annual rate of road deaths per 100,000 people is higher than comparable states in Australia. In 2022, New Zealand had 7.3 road deaths per 100,000 people. With similar populations and road networks, Victoria had 4.4 road deaths per 100,000 people, and Queensland had 5.1 road deaths per 100,000 people.

**Figure 1: Road fatalities compared to New Zealand's population growth**



Source: Ministry of Transport and Statistics New Zealand

Figure 2: New Zealand and Australian road fatalities per 100,000 in 2022



Source: IRTAD, OECD, BITRE, ABS

Figure 2 shows New Zealand's rate for road fatalities is worse than most Australian states.

## Guiding principles

A set of principles has guided the development of New Zealand's road safety objectives. These principles will be at the forefront of all decision-makers' minds when designing, implementing and choosing road safety interventions and actions.

The guiding principles are:

### Principle 1

Actions should be supported by evidence and focus on the causal factors of death and serious injury

### Principle 2

Road safety should consider the economic and social outcomes sought from the road system, including the need to get to destinations efficiently

### Principle 3

Road safety should be delivered in an efficient and cost-effective way that achieves value for money, and takes into account the regulatory burden it places on New Zealanders

### Principle 4

Road safety is everyone's responsibility – road users also have a role to play in improving road safety outcomes

### Principle 5

Actions should consider community and road user views, ensuring there is public acceptability

## The Government's approach to road safety

All New Zealanders have a part to play in improving road safety. The Government is committed to improving road safety by delivering new and safe roading infrastructure, targeting the highest contributing factors to fatal crashes through effective road policing and enforcement, and ensuring that New Zealand has an increasingly safe vehicle fleet.

The Government is rebalancing the Safe System approach, particularly around resetting the approach to speed limits, to ensure that road safety is delivered in an efficient and cost-effective manner, and that public sentiment and acceptability are considered more directly.

The Government expects there to be a greater focus on delivering safety interventions in a cost-effective way that achieves value for money and is supported by road users and local communities.

This document sets out which actions will be delivered under our four road safety objectives.

## Safer roads: lift the quality of our road infrastructure

Lifting the safety of our roads requires investment in new roads built to high safety standards, properly maintaining existing roads, and investing in proven and cost-effective enhancements to make our existing roads safer.

The Government expects that investment in road safety will be achieved across GPS 2024's funding (activity) classes. This includes investing in new Roads of National Significance and Roads of Regional Significance, filling and preventing potholes through increased resealing, rehabilitation and drainage maintenance works, and investing in the delivery and maintenance of targeted and cost-effective safety infrastructure improvements.

Safety interventions should be retrofitted on high crash areas of the network, where they provide value for money and materially improve road safety. For example, it is expected that there will be greater use of rumble strips across the state highway, local and rural road networks.

### Case study

#### **Mackays to Peka Peka Road of National Significance**

The Roads of National Significance are some of New Zealand's most successful highways and have led to significant improvements in road safety for communities across the country, reducing the number and severity of crashes.

One example of this is the Mackays to Peka Peka Road of National Significance. Since the opening of the Mackays to Peka Peka section of the Kāpiti Expressway in 2017, road fatalities in the Kāpiti District have reduced significantly.

From 2018 to 2022, four people died in crashes in the Kāpiti district, representing a 71 per cent reduction in road fatalities compared to the previous 2012 to 2016 period.

Since this Road of National Significance opened, Kāpiti has had one of the lowest rates of road fatalities in the country.

Under this objective, the Government will:

Lead	Action
NZTA	Deliver new Roads of National Significance and Roads of Regional Significance. The NZTA is expected to begin procurement, enabling works and construction on the Government's first seven Roads of National Significance <sup>1</sup> in the next three years. The remaining new Roads of National Significance are expected to start construction from the 2027-30 NLTP period.
NZTA	Increase road maintenance and renewal activities with an emphasis on potholes, pothole prevention, and a significant uplift in rehabilitation. The NZTA will be focused on achieving long-term maintenance outcomes of two per cent rehabilitation and nine per cent resurfacing every year to improve safety and reliability on the state highway network. When planning these activities, the NZTA is expected to consider complementary investment in cost effective safety treatments that target high crash areas of the state highway network and achieve value for money.
NZTA	Develop and deliver a range of innovative, cost-effective safety infrastructure measures on existing roads that target high crash areas of the network, achieve value for money, and take into account the views of affected road users and local communities.
NZTA/ACC	Continue to apply motorcycle safety-specific treatments evidenced to cost effectively reduce the risk of deaths and serious injuries occurring on high-risk routes as part of the Motorcycle High Risk Routes Programme.

<sup>1</sup> The first wave of Roads of National Significance projects can be found here: <https://www.nzta.govt.nz/planning-and-investment/roads-of-national-significance/>

## Safer drivers: ensure road users are alert, unimpaired and comply with the road rules

### Poor road user choices affect everyone on the road

Figure 3 shows an increase in deaths in crashes involving alcohol or drugs. Alcohol and drugs are the highest contributors to fatal crashes in New Zealand. According to the Crash Analysis System, in 2023 the highest contributing behavioural factors to crashes involving road deaths were alcohol and drugs.

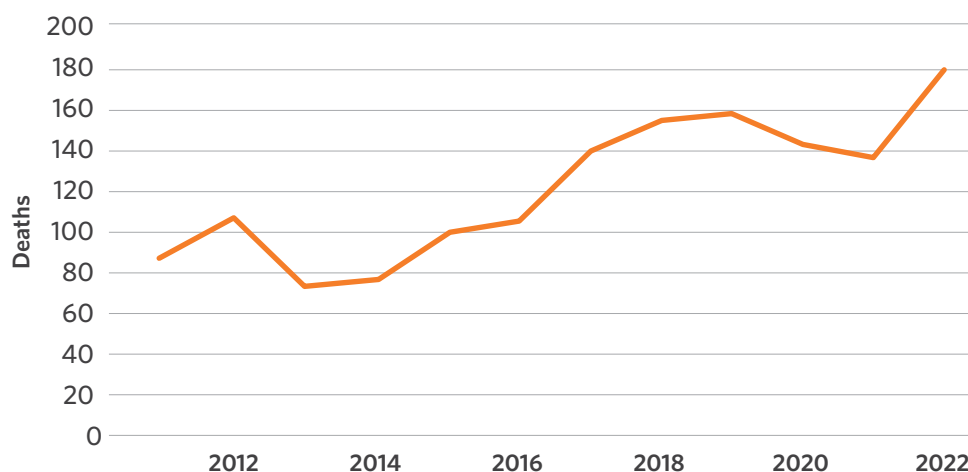
While alcohol and drugs are the leading contributors to fatal crashes in New Zealand, only 26 per cent of drivers think they are likely to be caught drug driving, and only 60 per cent of people think they are likely to be caught drink driving. Repeat offenders constitute 27 per cent of all drink-drive offenders.

Over 850,000 more alcohol breath tests were undertaken on our roads in 2023/24 compared to the previous year, saving 37 lives across the country. We know that alcohol breath testing and drug testing are incredibly effective at saving lives.

Road users need to take personal responsibility for their actions on the road to avoid road crashes. Investment towards road policing and enforcement is a priority in GPS 2024 as it is one of the most important tools for improving safety on New Zealand's roads. A Ministry of Transport report on the rate of annual road fatalities reaffirms this and found that reduced resourcing of enforcement contributed to poorer road safety outcomes.<sup>2</sup>

<sup>2</sup> Walton, D., Jenkins, D., Thoreau, R., Kingham, S., & Keall, M. (2020). Why is the rate of annual road fatalities increasing? A unit record analysis of New Zealand data (2010–2017). *Journal of safety research*, 72, 67–74.

**Figure 3: Deaths in crashes involving driver alcohol or drugs**



Source: Ministry of Transport



Under this objective, the Government will:

Lead	Action
<b>Increase road policing and enforcement</b>	
Police/NZTA	Deliver on road policing and enforcement targets outlined in the 2024-27 Road Policing Investment Programme focusing on seven key areas of the highest risk: impairment (from alcohol, drugs, and fatigue), speed, restraints, distraction, high-risk drivers, commercial vehicles, and other on-road prevention and enforcement activities.
<b>Implement roadside oral fluid testing</b>	
MoT	Progress legislation to enable roadside oral fluid drug testing to be enacted in early 2025.
MoT/Police	By the end of 2025, develop and pass regulations and NZ Police implement procedures.
Police	By end of 2025, operational roll out of the regime.
NZTA	Deliver public education and promotion to support the introduction of the new regime.
<b>Other key areas</b>	
NZTA	Reset the delivery of road safety promotion to ensure it is aligned with <i>New Zealand's road safety objectives</i> , nationally consistent and coordinated across central government road safety partners.
NZTA	Deliver education initiatives and public information campaigns to support New Zealand Police enforcement and encourage behavioural change, focusing on high-risk behaviours (for example, impairment, speed, distraction), and at-risk audiences (for example, school children, young drivers, motorcyclists and older people).
NZTA	Deliver and support others in their delivery of school-based road safety education, for example, walking school buses.
MoT/ACC/NZTA	Identify opportunities to improve the Graduated Driver Licensing System taking into account road safety outcomes (for example, ensuring drivers are adequately trained), alongside making a licence cheaper and easier to obtain.
NZTA	Complete the review of the NZTA Medical Aspects of Fitness to Drive to update guidance on the medical standards health practitioners use to assess people confirming their fitness to drive.
ACC/NZTA	Continue optimising engagement in evidential training and education programmes such as the Ride Forever and Drive programme, and the development of new programmes.

Lead	Action
<b>Actions for exploration in outyears</b>	
MoT	Review penalties for traffic offences.
MoT/NZTA	Investigate legislative improvements to the alcohol interlock programme to support improved road safety outcomes.
MoT/NZTA	Progress rule changes to improve safety on footpaths, shared paths and bus and cycle lanes.
MoT/NZTA/ACC	Continue to explore initiatives to improve the disproportionate outcomes for some groups in New Zealand (including young people, rural residents, and motorcyclists).

## The Road Policing Investment Programme (RPIP)

The RPIP is funding the NZ Police a record \$1.335 billion over three years from 2024-27 to deliver road policing and enforcement activities, reflecting the Government's commitment to improving road safety. The RPIP 2024-27 represents a step change from the previous programme by explicitly linking road policing activities to intermediate and long-term outcomes and consolidating Police focus on seven key areas of highest risk.

This significant investment from the NLTF is made in recognition that road policing and enforcement is one of the most important tools for improving safety on New Zealand's roads. For the first time, \$72 million of funding that is available to Police is dependent on delivery of speed and alcohol road policing activities.

The RPIP includes targeting:

- 3.3 million passive breath tests and breath screening tests conducted per year
  - » 2.145 million passive breath tests and breath screening tests conducted in high and extreme alcohol risk times per year
- 50,000 roadside oral fluid drug tests per annum from first year of implementation per year
- 60,000 restraint offences per year
- 40,000 cell phone offences
- 430,000 officer issued speed offences per year
  - » officer issued speed offences under 11km/h over the speed limit
    - 2024: 64,500
    - 2025: 75,250
    - 2026: 86,000
  - » 301,000 officer issued speed offence notices on open roads.

# Safer vehicles: Improve the safety performance of our vehicle fleet

The design and safety features of our vehicles matter. Safer vehicles not only help drivers avoid crashes, but also protect occupants and other road users when crashes do happen.

Vehicles with high safety performance and features are designed to absorb the impacts of a crash and protect people from death or serious injury (DSI). Increasingly, they are also built with active safety features to reduce the chances of a crash occurring in the first place. Improving access to safer vehicles drives better outcomes as vehicle safety contributes to the survivability of most crashes.

As shown in figure 4 below, as at December 2022, 35 per cent of the 4.3 million light vehicles in the fleet have 1 or 2-star safety ratings and were involved in 46 per cent of DSI crashes. Similarly, 4-star and 5-star vehicles make up 41 per cent of the fleet but were only involved in 27 per cent of DSI crashes. Drivers in a one-star vehicle are 90 per cent more likely to die or sustain a serious injury in a crash than they would if they had been driving a five-star vehicle.

Improving heavy vehicle safety is also important and involves the monitoring of several different heavy vehicle operation elements. These include driver impairment from fatigue, drugs and alcohol, and from a vehicle perspective, weight and safety critical components like brake and tyre condition.

Figure 4: Light vehicles involved in DSI crashes 2019 to 2023 by star rating

Star (crashworthiness rating)	Percentage of fleet (as at 2022)	Percentage of DSI (2019-2023)
1 star	20%	26%
2 star	15%	20%
3 star	24%	27%
4 star	19%	16%
5 star	22%	11%

Source: NZTA

Lead	Action
MoT/NZTA	Review the vehicle regulatory system to enable better management of the safety performance of the vehicle fleet, reduce regulatory burden, and ensure our domestic rules are fit for purpose.
MoT/NZTA	Investigate our warrant of fitness and certificate of fitness systems to ensure that they more effectively and efficiently target risk and are fit for purpose for the vehicle being tested.
MoT/NZTA	Investigate new, targeted safety requirements for light and heavy vehicles entering the fleet to improve safety performance over the medium term, for example: <ul style="list-style-type: none"> <li>▪ automatic emergency braking</li> <li>▪ lane keep support systems</li> <li>▪ electronic stability control (for heavy vehicles including buses).</li> </ul>
NZTA	Continue to increase awareness of the importance of safe vehicles including better understanding of safety ratings and encouraging consumers to purchase the highest safety rated vehicle they can.
NZTA	Commence building of nationwide Commercial Vehicle Safety Centres: <ul style="list-style-type: none"> <li>▪ three in 2025</li> <li>▪ three in 2026</li> <li>▪ consider funding for four more by 2026, with completed builds in outyears.</li> </ul>

## Resetting speed: a balanced and targeted approach to speed limits

According to the NZTA's Public Attitudes to Road Safety, seven in ten New Zealanders agree that enforcing speed limits helps to reduce road deaths. The majority of New Zealanders agree that safety cameras are effective for reducing the number of people driving over the speed limit. According to preliminary findings from a NZTA national speed survey, in 2023, 26 per cent of people exceeded the speed limit on roads that had a speed limit of 100km/h. Similarly, roads with a speed limit of 50km/h, 28 per cent of people exceeded the speed limit. Speeding – exceeding the legal speed limit – is estimated to contribute to around 60 per cent of fatal crashes in New Zealand.

Speed enforcement has been shown to be effective at reducing speeding, road crashes, and ultimately the severity of crashes. Speed enforcement is particularly effective when it is undertaken in combination with road safety promotion, and awareness raising campaigns.

The highest income countries that have the lowest rates of road deaths (Norway, Sweden, Iceland, Japan and Denmark) all have speed limits of 50 kilometres per hour or more on urban roads<sup>1</sup>, with exceptions for lower speed limits.

The Government is rebalancing how it deals with the setting of speed limits and moving away from the previous government's blanket speed limit reductions. This means taking a more targeted approach to speed limit changes considering safety, economic impacts – including travel times – and community views. It is also prioritising the safety of young New Zealanders arriving at or leaving school by implementing variable speed limits outside school gates at pick up and drop off times.

1. European Commission, Government of Iceland and Government of Japan.

Under this objective, the Government will:

Lead	Action
MoT	Enact the Land Transport Rule: Setting of Speed Limits 2024.
RCAs/NZTA	Implement speed limits reversals by 1 July 2025.
RCAs/NZTA	Implement variable speed limits outside school gates by 1 July 2026.
NZTA/Police	Complete the transfer of the existing speed camera function from NZ Police to NZTA by 30 June 2025.
NZTA	Complete the rollout of speed camera signs on fixed speed cameras by June 2025.
Actions for exploration in outyears	
NZTA	Investigate measures to increase the effectiveness, including optimal risk-targeting, of fixed and mobile speed cameras.
NZTA	Investigate an expansion of the speed camera network.



## Supporting action: enabling third-party funding

The Government expects that NZTA will make efforts to reduce barriers for third-party investment into road safety, including enabling third-party and market-based funding and delivery of safety initiatives and research. The cost to ACC of new claims related to road crashes is estimated to be around \$857 million each year. ACC currently has an outstanding claims liability of \$12 billion for road crashes and is still contributing to the recovery costs of people injured in 1974, the first year of the ACC scheme. Better road safety can help to reduce such costs.

The Government expects that the NZTA will make efforts to facilitate greater contributions from ACC to investments which improve road safety and meet ACC’s injury prevention investment criteria.

There are examples of investments made by ACC, including investment in the Transmission Gully Road of National Significance and in motorcycle safety. The Government expects to see this approach extended further in all areas where investment by ACC will result in safety improvements that meet ACC’s statutory criteria for investment.

Under this action, the Government will:

Lead	Action
ACC/NZTA	NZTA to work with ACC to identify options to increase use of ACC injury prevention funding for road safety initiatives, including considering investment in infrastructure, driving training and promotion activities.

## Roles and responsibilities

This section describes the roles and responsibilities of each of the departments and key stakeholders in the land transport system who have an interest in road safety.

### Minister of Transport

The Minister of Transport sets the strategic direction for improving road safety in New Zealand and has the primary role in establishing the laws, regulations and rules that govern behaviour on the roads. The Minister of Transport is also responsible for the NZTA.

Other Ministers, such as the Minister of Police, play key roles in the delivery of road safety in New Zealand.

### Ministry of Transport

As the Minister of Transport's main policy adviser, the Ministry of Transport provides advice to the Minister of Transport on setting the strategic direction of road safety in New Zealand and on the regulation and other interventions needed to achieve his priorities.

### NZ Transport Agency

NZTA is the main regulator of road safety in New Zealand and is also the key funder of our road networks. In accordance with the Land Transport (NZTA) Legislation Amendment Act 2020, NZTA has established a Director of Land Transport position. The Act provides the Director with certain functions, powers and duties in relation to regulatory matters, including monitoring how the land transport system complies with a variety of legislation. NZTA also operates the State highway network and funds and monitors road policing activity funded out of the NLTF. NZTA's direct enforcement role is expanding as it takes over responsibility for speed cameras from the Police.

### NZ Police

The NZ Police has the main responsibility for enforcing road rules and regulations. The NZ Police plays a significant role in ensuring compliance with road rules to achieve road safety outcomes.

### Accident Compensation Corporation

ACC is responsible for the direct costs of road trauma through New Zealand's no-fault accident compensation scheme. ACC invests in interventions designed to reduce the cost of road trauma claims, and when injuries do occur, provides support and rehabilitation to help injured people recover.

### Local Government

Local government owns and maintains approximately 80 per cent of New Zealand's roading network and is also an advocate for road safety in local communities.

### Private sector

The private sector owns and operates many of the vehicles that operate on our roads regularly, including trucks. As employers of many New Zealanders that rely on the roads for their income, often owning large fleets, the private sector has a large responsibility for road safety in New Zealand.

## Monitoring and reporting

The Ministry of Transport, working with other Government road safety partners, will be accountable to the Minister of Transport for monitoring road safety outcomes and the delivery of road safety actions. It is expected that quarterly monitoring will be developed to ensure performance and delivery remains on track.



11 December 2024  
Document: TRCID-1492626864-190

Julia McLean  
New Zealand Equestrian Advocacy Group  
[horseridersvru@gmail.com](mailto:horseridersvru@gmail.com)

Tēnā koe Julia,

## Consideration of request from the NZ Equestrian Advocacy Network

Thank you for your presentation to the Taranaki Regional Transport Committee at its meeting of 12 September 2024. We also appreciate the NZ Equestrian Advocacy Network's (NZEAN) advocacy on road safety issues facing horse riders and the need for greater official recognition on this.

We note the main concerns shared through your presentation being that lack of acknowledgement of horse riders as vulnerable road users within transport legislation and no public information and education on how to appropriately pass horse riders on public roads.

We encourage the government to engage with NZEAN and the equestrian community to better understand the issues they face and develop appropriate, nationally consistent safety directions and initiatives.

We recognise that horses are not a regular means of transports, being used more for recreational activities, and as such horse riders should be aware of the dangers of state highways and busy roads along with taking every precaution possible to ensure they are clearly visible while out riding.

We are committed to improving road safety in the Taranaki region and this is reflected in our recently approved Taranaki Regional Land Transport Plan 2024-2034.

Nāku noa, nā

Councillor Alan Jamieson  
Committee Chair, Taranaki Regional Transport Committee



**Date:** 13 March 2025

**Subject:** Regional Transport Committee 2025 Meeting Planner

**Author:** F Ritson, Senior Policy Analyst - Transport

**Approved by:** M J Nield, Director - Corporate Services

**Document:** TRCID-1492626864-388

## Purpose

1. The purpose of this memorandum is to outline the 2025 Regional Transport Committee (RTC) meeting dates and anticipated agenda items, in addition to regular items and updates from member organisations.

## Recommendations

That the Regional Transport Committee:

- a) receives the memorandum, Regional Transport Committee 2025 meetings planner
- b) receives the Regional Transport Committee 2025 Meeting Agenda Schedule attached
- c) notes that additional items may be added to the agendas as the need arises throughout the year.

## Background

2. For 2025, the RTC meets regularly on a Thursday morning from 10.30am. While four meetings are scheduled for the year, the holding of the fourth meeting on 27 November depends on how quickly the RTC can be reconstituted following the 11 October 2025 Local Government elections. It is likely that the first meeting of the new RTC will instead be held early in 2026.
3. Standing items for each meeting will provide minutes from previous Committee, Regional Transport Advisory Group (RTAG) and State Highway 3 Working Group meetings, updates on RLTP implementation and monitoring, member organisation updates, and updates and correspondence from central government on relevant matters. The Committee can also receive content specific items from external agencies and organisations.

## Discussion

4. While 2025 is not a period of concerted development of regional land transport plans (RLTPs), there are a range of activities underway which will directly influence the shape and contents of the 2027 RLTPs – at national, pan-regional and regional level. Some of these are likely to result in agenda items for the RTC throughout the year.

## Legislative change

5. Land transport is included in the Government's agenda for legislative change during 2025. The sector is anticipating the release of a Bill in mid-2025 that will drive the amendments signalled in the draft Government Policy Statement on Land Transport 2024 (GPS): moving investment horizons from three to ten years, empowering road tolling, and further transition from fuel excise. Through Te Uru Kahika, we are involved with efforts to strategically influence the contents of proposed amendments.
6. It is likely that the RTC will wish to take the opportunity to submit on this Bill, particularly in support of any aspects that give national funding certainty of continuous programmes for longer periods than the current three-year cycle. Reviewing a submission is tentatively scheduled for the August meeting, as no timeframe is known currently.

## Freight

7. Freight flows cannot be considered in regional isolation, so in the absence of long-sought guiding national direction for freight, there have been three pan-regional initiatives to understand the nature of the freight "problem" and what a response might be. These have tended to group roughly into Upper North Island, Lower North Island and the South Island. The Upper North Island approaches most recently focused on the future of the Port of Auckland (Ministry of Transport, 2020) and rail and road investments around the "Golden Triangle." In the South Island, the RTC chairs have now commissioned work that will lead towards a regional strategy. The Lower North Island regional councils identified a need for a common approach including development of a freight strategy in their 2024 RLTPs – refer to the excerpt below from the Taranaki RLTP 2024.

Excerpt from Table 13 [Activities for future consideration] in Appendix IV [Activities on the Horizon] of the Taranaki RLTP 2024

Activity name	Description of project or programme	
Lower North Island Freight Strategy  <b>Organisation/s</b> TRC / Horizons RC / Greater Wellington RC / Hawkes Bay RC	<b>Problem / opportunity</b>	Road freight is the fastest growing contributor of transport greenhouse gases. Heavy road freight also generates significantly greater wear and tear on roading with some freight streams causing significantly degraded amenity on roads not designed to handle the volume of weight of heavy trucks. Within Taranaki there is also contention for space between people and freight on the SH3 corridor, driven by Port Taranaki's role as an import/export port. Within the region, industry relies on good access to the port to remain competitive. Across the four regional councils suggested for inclusion into the strategy, there are three working export ports connected by viable rail connections which provide opportunities for better use of available transport assets and resource. However, the nature of the problem/opportunity is not as well understood as it should be.
	<b>Location</b>	Lower North Island – encompassing the regions of Greater Wellington, Hawkes Bay, Manawatu-Whanganui and Taranaki
	<b>Strategic context</b>	Freight by nature is both inter-regional and local in nature with the national freight network connecting regions for local distribution. Government has signalled through its GPSs (2021 and draft 2024) that rail and coastal shipping have a greater role to play in the country's freight network. Government also recently released the national Freight and Supply Chain Strategy which provides a useful context in which to build a shared view of the opportunity across the Lower North Island, the role of local government through the RLTP processes to identify a preferred pathway and identify investment priorities.
	<b>Primary benefits sought / alignment with transport outcomes</b>	<p>A Lower North Island Freight Strategy would identify shared regional transport objectives across the lower North Island, an agreed policy about how freight is moved across and within the region including the role of central and local government, and agreed investment priorities. Improving resilience will be a guiding strategic goal, alongside mode-neutral freight efficiency and transport emissions reduction.</p> <p>The strategy should enable progress under Focus Area 3 of the Ministry of Transport's response to climate change to be made, while ensuring freight is a key enabler for economic growth.</p>



Activity name	Description of project or programme			
	Estimated total cost	TBC	Estimated delivery time	TBC

8. A key missing component is contemporary data on the freight task in New Zealand. Given the significant changes in the freight sector generated by COVID, changing geopolitical environment, and impacts of climate change and technology, an updated study is required. Efforts to fund this nationally have so far been declined, despite the GPS 2024 setting an overarching priority of economic growth and priority. How this gap can be addressed is a core component of all freight discussions.
9. Notwithstanding the challenges around data collection, Greater Wellington Regional Council staff are leading work to develop a pan-regional Lower North Island (Hawkes Bay, Horizons, Taranaki, Greater Wellington) strategic approach to freight, which will help provide input into the 2027 RLTPs of these regions. Taranaki staff are feeding into this process. A draft issues paper is being prepared for feedback from Members that will also identify potential next steps for the Lower North Island regional councils. At a minimum, a joint statement on freight could be placed in the next round of RLTPs, though the hope is to secure much better data and understanding what change should look like to optimize freight flows, and what levers could be used to achieve that.
10. It is anticipated that a preliminary draft of issues paper may be ready for discussion at the June 2025 RTC meeting.

### Forestry impacts on transport

11. The impacts of forestry harvesting on transport networks is a common theme at RTC meetings. We will prepare a paper for a future RTC meeting to summarise the issues and consider what actions could be taken to address these in a collective way across the region.

### Attachment

Attachment One: RTC 2025 Meeting Agenda Schedule

## RTC Meeting Agenda Schedule for 2025

Set out below are the meeting dates and proposed agenda items for the 2025 RTC meetings.

The following standing items will be tabled at every meeting:

- Minutes of previous RTC meeting for confirmation
- Minutes of any RTAG and State Highway 3 Working Group meetings for information
- A Regional Report from Waka Kotahi provided by the Director of Regional Relationships, including updates on state highway projects of significance to the region
- Updates from the RLTP Approved Organisations:
  - New Plymouth District Council – transport activities
  - South Taranaki District Council – transport activities
  - Stratford District Council – transport activities
  - Taranaki Regional Council – public transport
- Correspondence and information items.

In addition to the standing items above, the expected schedule is as follows:

13 March 2025
<ul style="list-style-type: none"> <li>Regional Road Safety update from Roadsafes Taranaki &amp; NZ Police</li> <li>Rail update from KiwiRail</li> </ul>
5 June 2025
<ul style="list-style-type: none"> <li>Forestry harvesting impacts on transport – options paper</li> <li>Preliminary Lower North Island Freight issues paper</li> </ul>
28 August 2025
<ul style="list-style-type: none"> <li>Submission on land transport amendments – if Bill available for comment at this stage</li> <li>Regional Road Safety update from Roadsafes Taranaki &amp; NZ Police</li> <li>Port Taranaki annual update</li> </ul>
27 November 2025 – tentative only due to triennial elections on 11 October
<ul style="list-style-type: none"> <li>No specific items being scheduled at this stage, will be confirmed post local government elections.</li> </ul>



**Date:** 13 March 2025

**Subject:** Regional Land Transport Plan Implementation Update

**Author:** F Ritson, Senior Policy Analyst - Transport

**Approved by:** M J Nield, Director - Corporate Services

**Document:** TRCID-1492626864-394

### Purpose

1. The purpose of this memorandum is to provide an update on implementing the Regional Land Transport Plan (RLTP). An update will be received from each of the four councils on progress with implementing their respective transport programme and their forward planning of transport activities.

### Recommendations

That the Regional Transport Committee:

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

### Background

2. As part of maintaining oversight of land transport activities in the region, including implementation of the Taranaki RLTP, the quarterly Regional Transport Committee meeting receives an update from each of the four councils.
3. Together with the separate update provided by Waka Kotahi NZ Transport Agency, this means that each Approved Organisation within the current RLTP (except for the Department of Conservation whose transport activities in the region are too minor to warrant such regular updates) regularly report on their progress with implementation and forward planning of transport activities.

### Discussion

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

Organisation	RTAG Member
New Plymouth District Council (NPDC)	Sarah Downs, GM Operational Excellence
South Taranaki District Council (STDC)	Vincent Lim, Roding Team Leader
Stratford District Council (SDC)	Steve Bowden, Roding Asset Manager
Taranaki Regional Council (TRC)	Cheryl Gazley, Transport Engagement Manager

### Appendices/Attachments

TRCID-1351577652-150: [NPDC Update](#)

TRCID-1351577652-124: [STDC Update](#)

TRCID-1351577652-121: [SDC Update](#)

TRCID-1351577652-113: [TRC Update](#)

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	<a href="#">New Plymouth District Council</a>
RTAG representative:	<a href="#">Stuart Knarston</a>
RTC representative:	<a href="#">Councillor Harry Duynhoven</a>
Date:	<a href="#">February 2025</a>

## 1. MAINTENANCE, OPERATIONS AND RENEWALS (MOR)

The New Plymouth District Council (NPDC) MOR NZTA approved allocation at \$80.4M for 2024-27 is \$8.5M less than the approved LTP budget for the 2024-27 period. NPDC will now have to consider options going forward this financial year and future annual plans.

Based on the recommended minimum depreciation value of its road assets, NPDC should be spending about \$120M over the 2024-27 period. This indicates that the NPDC approved LTP MOR budget at \$88.4M is already being managed very tightly and with a high degree of risk on network deterioration.

Our greatest risk area for the year ahead and the next 10-years will continue to be the impact of forestry haulage on our network, in particular Tarata Road.



Picture – Surrey Hill Rd Underslip Repair

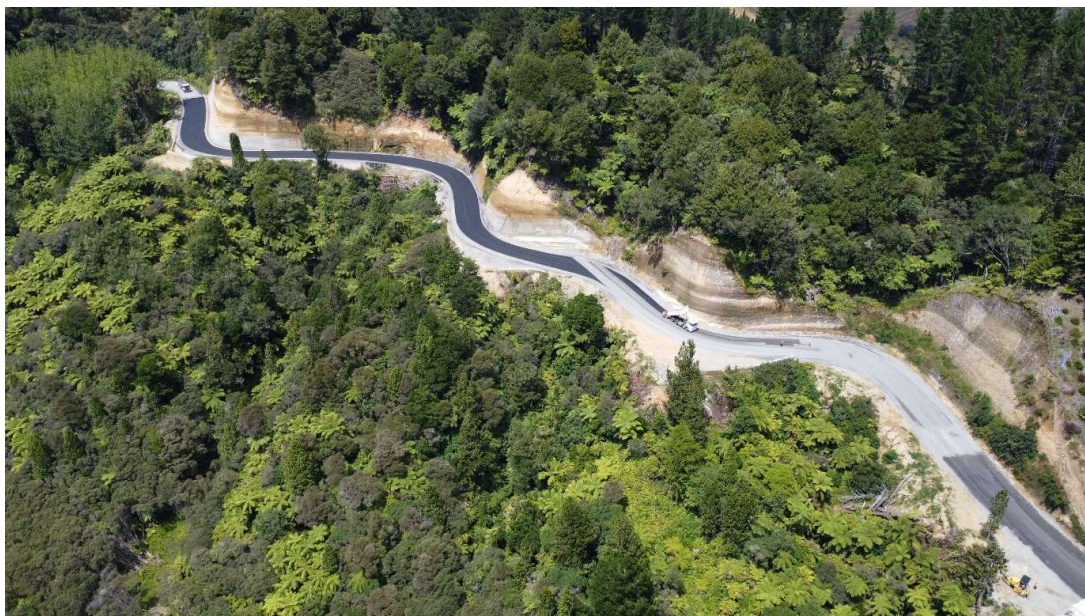


## 2. ROAD IMPROVEMENTS

NZTA budget allocations for Low Cost/Low Risk improvements is of high impact to NPDC, as the approved NZTA allocation at \$6M for 2024-27 is \$11.5M less than the approved LTP budget for the 2024-27 period.

The three principal areas of requiring improvements are related to crash mitigation at intersections (both urban and rural), network walking and cycling improvements and safety around schools. Although for 2024-27 NPDC had decided on a much-reduced output in safety improvements than they have undertaken in the past, it will now have to reconsider funding options to bridge the gap.

Some of the projects that have not been approved by NZTA will need to go ahead due to their link to growth, land development, and tourism demand.



Picture – Tarata Rd (Purangi Saddle) - Road Realignment & Rehabilitation

## 3. LET'S GO PROGRAMME – WALKING AND CYCLING PROMOTION

Work Category 432 Road Safety Promotion has been heavily affected by the reduction of NZTA funding. The Council decided to retain the NPDC LTP for the Let's Go Programme (but limited to the education programme only) and not provide a top-up.

## 4. TRANSPORT PLANNING / PROGRAMME FUNDING 2024-27

NPDC's Integrated Transport Framework/Programme Business Case (ITF/PBC) has been reviewed to align better with the 2024-34 GPS, provide more detailed information on trigger points for the long-term interventions contained the 30-year programme and improve affordability and efficiency of the overall programme. The Council adopted the ITF at its meeting on 16 December 2024 and endorsed the submission of the ITF PBC to NZTA. The Council website is being updated for the ITF and will incorporate links to the various business case and modelling documents.

Due to the NZTA funding shortfall impacts, NPDC will be doing fewer physical works improvements in 2024-27 period. At their December 2024 meeting, the Council agreed to maintain the NPDC transportation budget in the LTP for 2024/25, and fund the OPEX shortfall by repurposing renewal funding, debt funding renewals, and managing the debt through the Annual Plan 2025/26. For CAPEX,

the available debt-funding will be allocated as per the LTP budget to address the NZTA CAPEX funding shortfall in 2024/25 and managing the debt through the Annual Plan 2025/26.

The Council also agreed to proceed with the high frequency bus trial in year 2 to maximise outcomes sought within available budgets. The final route to be recommended by the newly formed Taranaki Passenger Transport Joint Committee and confirmed by the mayor, deputy mayor and chair of Audit and Risk.

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	<a href="#">South Taranaki District Council</a>
RTAG representative:	<b>Vincent Lim</b>
RTC representative:	<a href="#">Mayor Phil Nixon</a>
Date:	<a href="#">25 October 2024</a>

## Maintenance, operations, and renewals – February 2025

### Maintenance

- Our road maintenance contracts expired on 31 July 2024. Council has decided to unbundle the existing road maintenance contracts into 6 separate contracts. We have tendered these separate contracts via the Government Electronics Tender System (GETS) in November 2024, with a start date of some in April 2025 and the balance in July 2025
  - General Road Maintenance awarded to Fulton Hogan Ltd
  - Unsealed Road Maintenance awarded to Superior Civil Construction Ltd
  - Roadside Vegetation Control is still to be awarded.
  - Street Cleaning awarded to Chemwash Taranaki
  - Road Pavement Repairs awarded to Graham Civil Construction Ltd (one year contract)
  - Road High Shoulder Removal awarded to Offshore Plumbing Services Ltd (one year Contract)
- Renewals. This work provides for non-routine planned periodic renewal of sealed and unsealed road pavements, drainage, and structures.
- The resurfacing work for the year has been completed by the contractor (HEB Construction). We have a standard target of 6% of the total sealed network area, and achievement of this target is affected by the international bitumen price.

4. Four pavement rehabilitation works have been identified for this years renewals which includes culvert renewal work. Mountain and Kohi Roads have been sealed and work is progressing well on Rotokare Road. The Contract for Ohangai Road is in the process of being awarded.

5214 - Pavement Rehabilitation	Estimate	Comments
<i>Ohangai Road RP 2170-2810</i>	\$475,000.00	To commence
<i>Kohi Road RP 835-1914</i>	\$790,000.00	Completed – awaiting final claim
<i>Rotokare Road RP180-1734</i>	\$865,000.00	In construction
<i>Mountain Road RP 6084-6850</i>	\$442,075.80	Completed

5. The footpath renewal work programme (six sites) has been completed to a value of \$170K. Further footpath renewals have been identified and will be programmed in the next two years, depending on available budget and NZTA footpath funding.

#### Emergency works – if applicable

6. There were no emergency works events for last year, and none to date for September 2024 to February 2025. Remarkably quite on that front.

#### Low-cost low risk

7. This category of work includes improvement to or upgrading of existing roads within the existing or widened road reserve, bridge upgrade, improve walking and cycling route and road safety improvements.
8. No funding has been provided. We are currently considering using the residue of the unfunded budget to carry out minor improvement work as unsubsidised work to the amount of \$1.7 million. Projects priority list is being proposed for Council's consideration.
9. NZTA has approved two of Council's resilience projects – one in Piranui Rd off Waitotara Valley Rd (under construction) and the other in Severn Street, Waitotara (completed). Total amount of both projects is \$780,000 and are funded at 83%.

#### Transport planning

10. We are implementing the Asset Management Data Standard (AMDS) project. The total estimated cost for this project is \$170,000 and it will be funded separate from the LTP but at the same FAR (Funding Assistance Rates) of 65%.

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	<b>Stratford District Council</b>
RTAG representative:	<b>Steve Bowden</b>
RTC representative:	<b>Mayor Neil Volzke</b>
Date:	<b>March 2025</b>

## 1. MAINTENANCE, OPERATIONS AND RENEWALS

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

### Maintenance and Operations.

Our approved funding allocation for Maintenance, Operations and Renewals for the 2024/25 year is \$8,506,08. As at 31 January 2025, SDC has spent \$4,837,101 or 57% of the approved allocation.

The table below provides an overview of the typical works undertaken each month:

Item	Activity Class	Completed Works
1	Unsealed Roads	<ul style="list-style-type: none"> <li>Aggregate Loss completed on Pukeko Road Jones Quarry. Supplied 1 x T&amp;T Load of Awakino metal to Whitianga Road. Aggregate was then trans shipped and spread, shaped and compacted by Hart Contracting.</li> <li>Dust Suppression product sprayed on Akama Road, Kohuratahi Road, Mangaehu Road, Mangaowata Road, Raupuha Road, Tahora Road, Tauwharenikau Road, Tututawa Road and Whitianga Road</li> <li>Grading completed on Akama Road, Barleymans Road, Kohuratahi Road, Manganui Road, Mangaowata Road, Mangare Road, Marco Road, Mauku Road, Prospect Road, Putikituna Road, Tahora Road, Tuna Road, Whangamomona Road North, Whitianga Road</li> </ul>
2	Signs/Furniture & Structures	<ul style="list-style-type: none"> <li>Signs cleaned Barclay Road, Beaconsfield Road, Bird Road, Brewer Road, Denbigh Road, Matau Road</li> <li>New Signs 6 x double sided 80km Speed limit on Opunake Road, 12 x Stacking signs on Beaconsfield Road, Bird Road, Climie Road, Finnerty Road, Flint Road East, Hills Road, Kahouri Road, Kent Terrace, Monmouth Road East, Old Mountain Road, Oxford Terrace and Rutland Road</li> <li>Posts down reinstated 4 x Opunake Road, Regan Street West and Miranda Street North</li> <li>Signs reinstated on Skinner Road and Climie Road</li> <li>Sign Straightening done on Beaconsfield Road, Eastern Service Lane South, Flint Road East, Kaiapoi Road, 2 x Regan Street West, 2 x Salisbury Road</li> <li>Edge Marker Posts 60 new installed all along Makara Road</li> <li>Missing Signs Page Street, Hamlet Street, Opunake Road</li> </ul>
3	Environment	<ul style="list-style-type: none"> <li>General Debris removed on Swansea Road – Cones and sandbags in River</li> <li>Illegal Dumping collected on Cardiff Road, twice on Swansea Road, Orlando Street South</li> </ul>
4	Pavement	<ul style="list-style-type: none"> <li>Potholes Sealed Various sites.</li> <li>Dig-outs completed on Beaconsfield Road RP739 – 761, Celia Street West RP 977-987, 1156-1177, 1300-1306, 1364-1384, 1472-1486, 1501-1506, 1509-1523, 1521-1568, Opunake Road RP 40-59</li> </ul>



Item	Activity Class	Completed Works
		<ul style="list-style-type: none"> <li>Level – Uneven Surface Whitianga Road</li> <li>Rip and Remake – Depression fixed on Surrey Street and Essex Street</li> </ul>
5	Bridges	<ul style="list-style-type: none"> <li>Bridge Debris Clearing done 2 x Barclay Road, 2 x Bird Road. Flint Road East, Kohuratahi Road, Lower Kohuratahi Road and Mauku Road.</li> <li>Bridge Damage – repaired damage to the bridge deck on Gowers Access</li> </ul>
6	Surface Water Channels	<ul style="list-style-type: none"> <li>Cleared Detritus Gutters cleared of silt and debris on Celia Street East, Fenton Street, Juliet Street, Miranda Street North, Regan Street West, Seyton Street, SH3 (2 Broadway)</li> </ul>
7	Shoulders	<ul style="list-style-type: none"> <li>Edge breaks filled with QPR and emulsion 2 x Matau Road, Opunake Road, 2 on Pembroke West and Whitianga Road</li> </ul>
8	Railings	<ul style="list-style-type: none"> <li>Paint only – 2 on Bird Road.</li> <li>Repaired and Painted – 2 done on Bird Road and 1 on Matau Road.</li> </ul>
9	Drainage	<ul style="list-style-type: none"> <li>Blocked drainage sorted on Juliet Street – CRM ball stuck in sump</li> <li>Cleared Inlet/Outlets Barleymans Road</li> <li>Cleared Water tables on Whitianga Road RP's 1865-4242</li> </ul>
10	Emergency Work	<ul style="list-style-type: none"> <li>Flooding CRM Brecon Road North</li> <li>Fallen Trees dealt with on Matau Road and Whitianga Road</li> <li>Vehicle accident responded to on Celia Street West.</li> </ul>
11	Markings	<ul style="list-style-type: none"> <li>Lines – Rural</li> <li>Beaconsfield Road - Centreline continuous 76m &amp; Centreline dashed 80m</li> <li>Hastings Road - Give way complete x 2 &amp; Edge lines including continuity lines 213m</li> <li>Manaia Road North - Give way complete x 3, Edge Lines including continuity lines 770m, Lane arrows e.g. single lane bridges x 7, Shoulder Hatchings x 1</li> <li>Monmouth Road West - Bus stop at Pembroke School</li> <li>Opunake Road - One lane bridge complete x 1 &amp; Edge lines including continuity lines 711m</li> <li>Palmer Road North - Give way complete x 2 &amp; Edge lines, including continuity lines 65m</li> <li>Poto Road - Give way complete x 1, Edge lines including continuity lines 128m</li> <li>Ronald Road - Give way complete x 1, Edge lines including continuity lines 155m, Lane arrows e.g. single lane bridges x1, Shoulder hatchings x 2</li> <li>Rowan Road - Give way complete x 2, Edge lines, including continuity lines 280m</li> </ul>
12	Surfacing	<ul style="list-style-type: none"> <li>Reseal Site</li> <li>Cardiff Road 2024/25 reseal site. Cardiff Monument to Waingongoro Road &amp; from Bridge to over 23/24 Rehab site</li> <li>Flint Road East Rehab to racecourse bypass track. will also be second coat over rehab and rehab patches</li> <li>Junction Road Full Reseal of Sealed Section of Junction Road with Grade 2/4 Seal</li> <li>Matau Road - Reseal of Matau Road to be completed at same time as Junction Road Reseal</li> <li>Pembroke Road East Brecon to Hunt Road</li> <li>Portia Street North Seyton Street to Regan Street</li> <li>Seyton Street - Hamlet Street end &amp; Railway line to Cordelia Street</li> <li>Victoria Road - full length of the road</li> <li>Fill Crack – alligator Cardiff Road RP's 4314-4349 &amp; 4230-4250</li> <li>Rechip – Cracks Cardiff Road &amp; Pembroke Road West</li> <li>Rechip – Flushing Brewer Road CRM RP's 3708-8246</li> </ul>

### Bridge Maintenance

In January we repaired the wooden bridge locally known as Gowers Access. There were several damaged timber planks and wheel stops, so the bridge had a “birthday”.



**Figure 1:** Gowers Access – Bridge damage and repairs.

### Sealed Pavement Maintenance.

We have undertaken some sealed pavement repairs on Cardiff Rd, Celia Street and Opunake Rd during the quarter.



**Figure 2:** Pavement repairs on Cardiff Rd.



**Figure 3:** Pavement repairs on Celia St.

### **Structures and Bridge Renewals.**

We commenced the replacement of a steel culvert on Wawiri Road in January. The road was closed for 2 weeks in February for the removal of the existing culvert and installation of the new pre-cast concrete box units.



**Figure 4:** Rock armouring at the outlet of the new culvert.





**Figure 5:** *The inlet of the existing 1200mm diameter culvert.*



**Figure 6:** *New pre-cast concrete box unit being lifted into place.*





**Figure 7:** Box units in place and backfill over the culvert.

#### **Sealed Pavement Resurfacing.**

We began our annual reseal programme in November and continued in January. To date we have sealed 8.20km of the network at a total cost of \$541,982. This is approximately 50% of the programme completed and we aim to finish by the end of March.



**Figure 8:** Two reseal sites on Mangaotuku Road undertaken in November 2024.

## **EMERGENCY WORKS – IF APPLICABLE**

No significant damage has occurred during the previous quarter.

## **2. ROAD IMPROVEMENTS**

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

### **General Roading Improvements**

Just before the Christmas holiday period a contract to construct a retaining wall on Opunake Road, opposite the Possum Factory was advertised. Tenders closed on 23 January, the successful tenderer was Superior Civil Construction Ltd. We received six tenders ranging in price from \$354,622 to \$578,792.

This project is expected to commence after the completion of the culvert replacement on Wawiri Road.

## **ACTIVE MODES – WALKING AND CYCLING**

### **Connecting our Communities Strategy**

As we have no funding for this activity, there is nothing to report.

## **ROAD SAFETY**

### **Speed Limit Reviews outside Schools**

SDC are currently determining the opening and closing times for the 10 schools where we are changing the permanent speed limits to variable speed limits. These times will

be shown on the static signs for the benefit of the passing motorists. We have estimated the signs will cost in the region of \$30,000. A funding request has been lodged with NZTA.

**Low-Cost Low Risk Improvements.**

We are currently preparing a communications plan for consultation with the community for a Stratford Primary School safety improvement project. The project is a “watered down” version of the Transport Choices project for the Regan St frontage. We are proposing to construct a pedestrian crossing facility on Portia Street, near the entrance to the Wai-o-Rua Aquatic Centre. This project will be fully funded by SDC.

**3. TRANSPORT PLANNING**

At present, Stratford is experiencing a down-turn in local development that effect the local roading network. Whilst development hasn't stopped, many of the application received are for one or two lot subdivisions which have a minimal impact on the roading network.

Regional Transport Advisory Group	
Organisation name:	TRC
RTAG representative:	Cheryl Gazley
Date:	20 February 2025

This report provides an update on the ongoing developments and future plans of the regions public transport (PT) service. These changes (listed below) are designed to improve service reliability, efficiency, convenience and overall user experience. Alongside these developments, work is being done to evaluate and adjust fare structures in response to a request by Waka Kotahi/NZTA for an incremental increase to private share over the next three years. Additionally, ongoing operations improvements are in progress such as updated school services and expanded bus routes. The procurement process for the new public transport operator(s) is underway with proposals due by the end of February.

#### Public Transport Project Overview

New Public Transport Network – will see a comprehensive overhaul of bus routes and schedules aimed at modernising the service, this upgrade is designed to better serve our current users and attract new ones by enhancing efficiency and reliability. The new network will go live on 6th April 2026.

#### National Ticket System (NTS)

Motu Move - the implementation of a new, integrated ticketing system across the country will simplify payment methods and increase convenience for users. The rollout will begin with Canterbury, and Taranaki is expected to go live by the end of 2025 or early 2026.



### New Regional Public Transport Website

A new, user-friendly website will create a seamless experience through the NTS and other digital platforms. The updated site will feature real-time schedules, trip planning tools, payment options, total mobility applications, and other public transport services. The website will launch on 6th April 2026, aligning with the new network.

### Rebranding and New Name for Regional Public Transport

A full redesign of the public transport brand, including a new logo, visual identity, and marketing materials. We strongly believe that the people of our region, especially those who use the service regularly, should play a central role in what these changes look like, so we want to ensure that the new identity reflects the needs and aspirations of our communities. We'll be gathering as many ideas as possible from the community so that it's not just a public service – it's *our* public transport. This rebranding will roll out with the new network on 6th April 2026.

### Private Share

Waka Kotahi / NZTA has requested that Public Transport Authorities present a proposal for a reasonable adjustment to private share over the next three financial years. This adjustment will include fare increases and efficiency improvements across the network. With regards to the fare increase the transport team is carefully balancing key factors such as financial accessibility for adults, the sustainability of the service, student concessions, and the real-world impacts on our users. The transport team is working closely with our NZTA partners on this initiative and a more detailed report on the evaluation of the public transport service and fare adjustments will be presented to the Executive, Audit, and Risk Committee.

### Current Operations

- Looking back at 2024, we saw an increase in patronage compared to 2023. In 2023, we carried 74,215 passengers, while in 2024, the number rose to 76,038. Our top six routes have remained consistent, they include Waitara to New Plymouth, Westtown, Whalers Gate, Merrilands, and Moturoa, with the Connector (Hawera to New Plymouth) securing the 6th spot. After the Ariki Street hub, Marama Crescent remains our most popular bus stop.
- The school bus routes have been assessed based on patronage data and conversations with our operators and the public, this has enabled TRC to offer a more effective service which started at the return to school in February. Overall, the variations have reduced travel by 70.38km per day, 13,372.20km per year.
- An additional bus service between South Taranaki and New Plymouth began on the 10th February, we needed to respond to an increase in demand and to feedback gathered during the 2024 public consultation on the new network. Starting in March, the bus on this route will be fully accessible, providing wheelchair access.
- NZTA has provided a pathway for the reintroduction of bike racks on buses, the bike racks are currently out of service due to bikes obscuring headlamps on some models of buses. We are pleased to have found a solution, as bike transportation is an important part of our service. Operators are currently assessing whether their buses



comply with the new standards, and options have been provided for remedying any issues.

- The procurement process for new public transport operators is underway, with Requests for Proposal closing at the end of February.



**Date:** 13 March 2025

**Subject:** Regional road safety update

**Author:** F Ritson, Senior Policy Analyst - Transport

**Approved by:** M J Nield, Director - Corporate Services

**Document:** TRCID-1492626864-398

### Purpose

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

### Recommendation

That the Regional Transport Committee:

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

### Background

2. Reducing the safety risk on Taranaki's transport network is a key priority for the region, as outlined in Section 3 [Strategic framework] of the Regional Land Transport Plan 2024 (RLTP). Section 3.4 of the RLTP most specifically outlines the challenges, policies and methods for improving road safety under 'Objective 3 – Safe and healthy people'. The key pages of Section 3 regarding road safety are attached to this memorandum for ease of reference.
3. [Roadsafe Taranaki](#) delivers a community road safety programme in Taranaki. The programme was established in 2004 when the three Taranaki district councils (South Taranaki, Stratford and New Plymouth) agreed to establish and maintain a joint management group to deliver the programme partly funded by Waka Kotahi NZ Transport Agency. The programme is managed by the South Taranaki District Council.
4. Roadsafe Taranaki works closely with key partners from across the region to deliver the community road safety programme with assistance from RSAP which is made up of representatives of the NZ Police, Waka Kotahi NZ Transport Agency, Taranaki Regional Council, Stratford District Council, South Taranaki District Council, New Plymouth District Council, ACC, New Plymouth Injury Safe, Automobile Association, Te Whatu Ora Taranaki – Health New Zealand, and Opus.
5. Marion Webby (Roadsafe Taranaki Coordinator) and Senior Sergeant Robbie O'Keefe (NZ Police) will provide an update on road safety promotion activities in the region on behalf of RSAP.

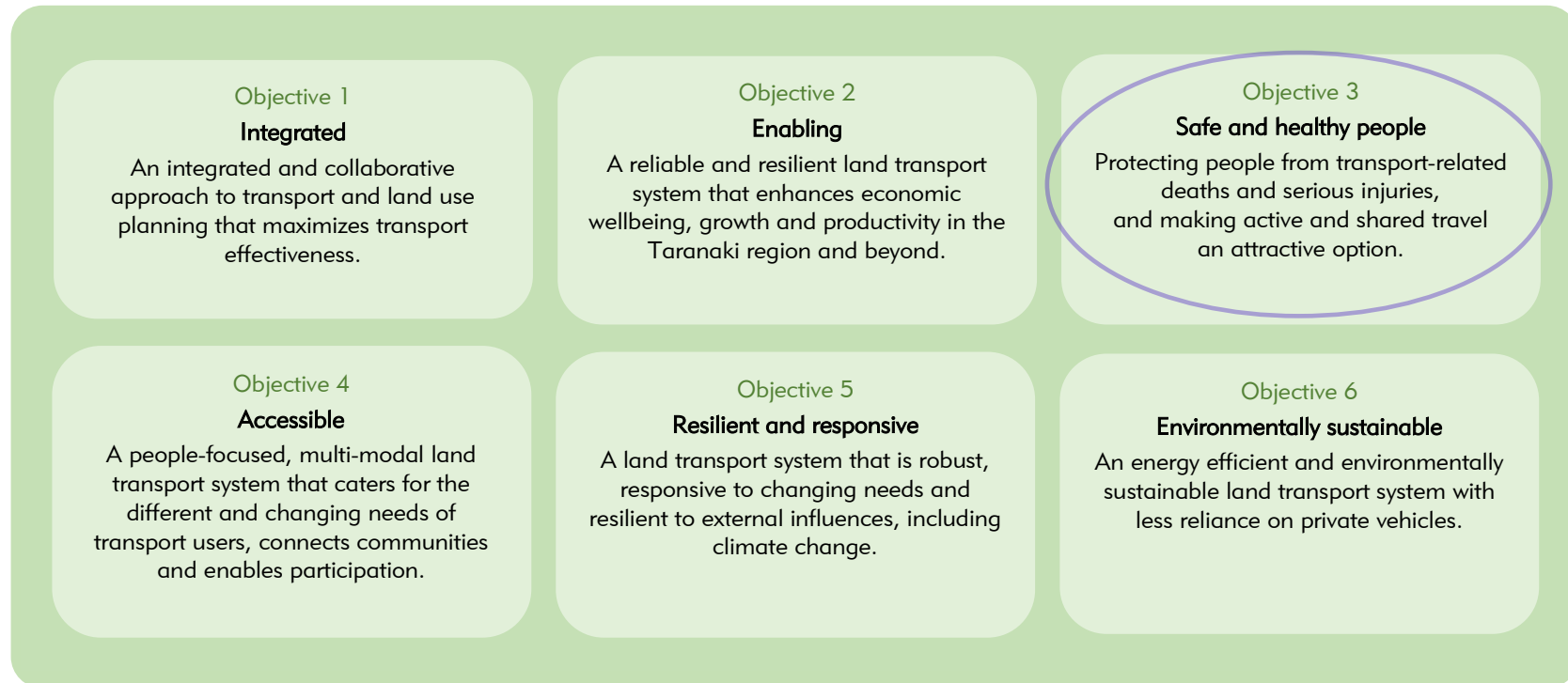
## **Appendices/Attachments**

Document TRCID-1492626864-396: [RLTP 2024 strategic sections focused on safety](#)

Document TRCID-1492626864-397: [Road Safety Action Plan report to RTC March 2025](#)

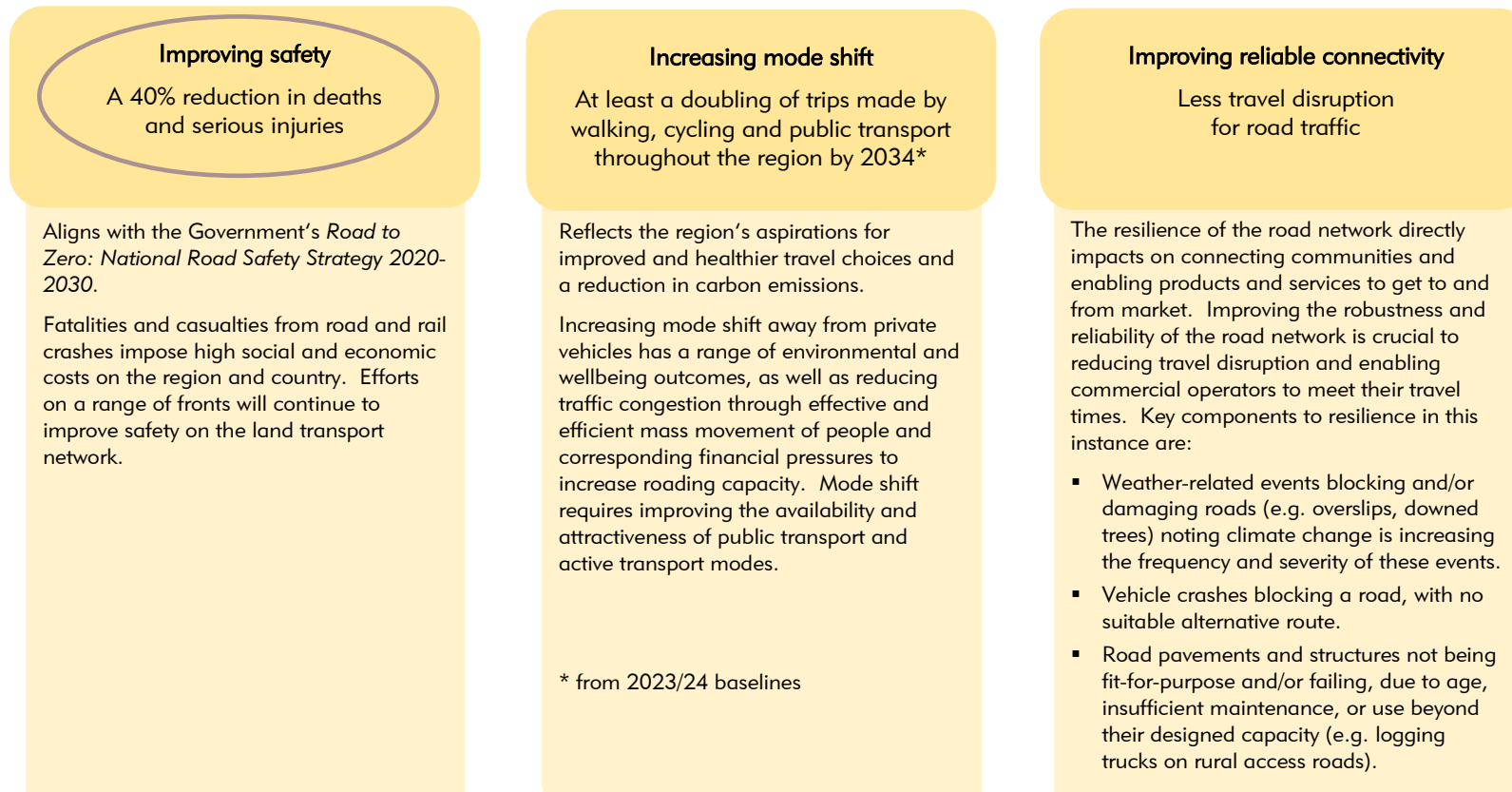
### 3.3 Objectives and targets

The six **strategic objectives for this Plan**<sup>14</sup> to deliver its vision are —



<sup>14</sup> These objectives are not in any order of priority – the numbering assigned is purely for ease of reference.

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



Progress towards meeting these targets, as well as other indicators, will be monitored in accordance with the Monitoring Framework set out in Section 7 of this Plan.<sup>15</sup>

<sup>15</sup> 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.



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

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

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

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

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

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

Head-on and run off road crashes, high-risk intersections, crashes involving vulnerable road users<sup>18</sup> and driver behaviour reflect the majority of road trauma. Recent law changes and continuous road safety education in schools has helped reduce young driver crash statistics. However, this will need to be an ongoing area of focus to further reduce young driver crashes as new drivers gain their licence. All these issues factor heavily in Roadsafes Taranaki’s collaborative road safety education programmes for the period of the Plan.



<sup>18</sup> As defined in the LTMA

➤ **Objective 3 – Safe and healthy people:**

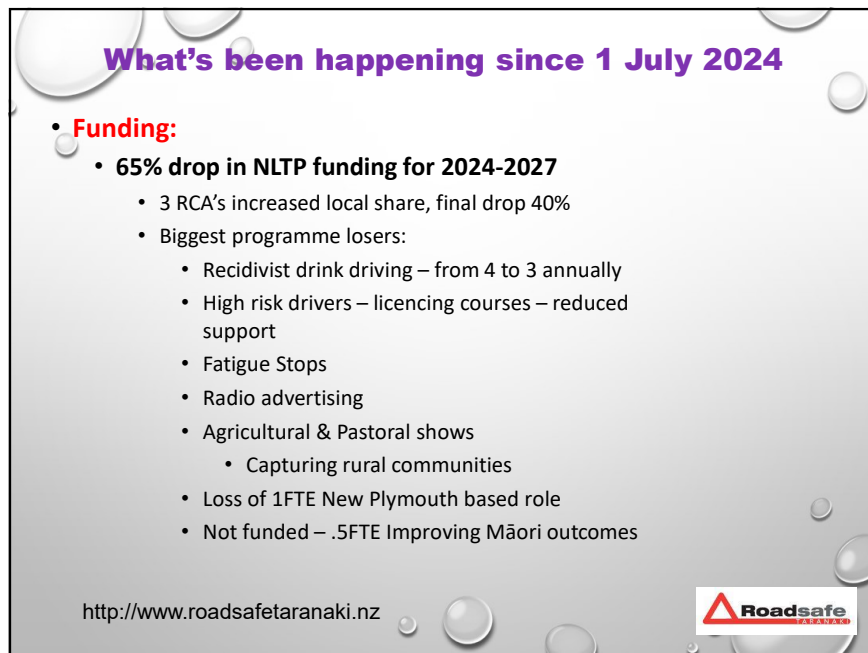
Protecting people from transport-related deaths and serious injuries, and making active travel an attractive option.

Ref.	Policies to achieve this objective	Measures (methods)
S1	Promote infrastructure and safety improvements on strategic corridors.	<ul style="list-style-type: none"> <li>▪ RCAs ensuring and supporting improvements to roading infrastructure, such as road alignment, signage, bridge widths, road markings, and surfaces which fall below the levels of service under the ONF; including provision of infrastructure supporting active modes such as cycle paths and safe crossing points.</li> </ul>
S2	Reduce risk on high risk rural roads, intersections and urban areas with a particular focus on vulnerable road users. <sup>19</sup>	<ul style="list-style-type: none"> <li>▪ RCAs addressing safety issues at intersections and crossings.</li> <li>▪ RCAs increasing provision of passing opportunities, roundabouts, separated active mode infrastructure and other safety design features.</li> <li>▪ 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.</li> <li>▪ RTC supporting mode shift to public transport in recognition of it being a safe mode of transport.</li> <li>▪ RCAs adopting appropriate design to encourage safe walking and cycling, particularly in association with major road and bridge improvement projects.</li> </ul>
S3	Support the aims of the <i>National Road Safety Strategy</i> and Roadsafe Taranaki.	<ul style="list-style-type: none"> <li>▪ RTC actively encouraging a culture of safe road use in Taranaki.</li> <li>▪ RTC supporting the efforts of Roadsafe Taranaki and promoting road safety programmes, particularly locally led prevention programmes such as the Taranaki Road Safety Workplace Charter.</li> <li>▪ RCAs and the NZ Police using enforcement, education and signage to promote safe sharing behaviours between differing transport modes.</li> <li>▪ RCAs reviewing speed limits on a network-wide basis in line with guidance in the <i>Land Transport Rule: Setting of Speed Limits 2022</i> – noting that a change in speed limit should only be considered as part of a broader range of safety solutions and be evidence based.</li> <li>▪ RTC supporting efforts to achieve the <i>Road to Zero</i> road safety targets of a 40% reduction in fatalities by 2030.</li> <li>▪ RCAs ensuring that where promoted tourist and recreational cycle routes are wholly or partly on the roading network such roads are safe to be shared.</li> <li>▪ RTC encouraging consideration of off-road cycling and walking opportunities, particularly in association with substantial state highway improvements.</li> </ul>

<sup>19</sup> 'Vulnerable road users' is a term that refers to people who have less crash protection than occupants of motor vehicles and therefore have a higher risk of being injured or killed in a road crash. The term is generally used in relation to pedestrians, cyclists and motorcyclists.



1



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### What's been happening since 1 July 2024

- **RSAP – Road Safety Action Planning Group**
  - NZ Police & Roadsafetaranaki represent group at RTC
- Concerns raised with/by members:
  - NZTA & ACC staff not based in Taranaki
  - Everyone is busy
  - What is the aim of the RSAP meetings?
    - Is RSAP for sharing information or making decisions?
    - If sharing, why not an email update instead
    - What do partners want to get out of these meetings?
  - Would online meetings be better use of time?

<http://www.roadsafetaranaki.nz>




3

### Recent Roadsafetaranaki success

- **Driver Education**
  - **11 December - Ready2Drive Expo – NPBHS**
    - 230 Year 10 students
  - **18/19 January – Young driver weekend - NP**
    - 90 young/inexperienced drivers
  - **Older driver workshops**
    - Dec – NP (9), Inglewood (5), Hawera (16)
    - Jan - NP Sommerset Village (25)
  - **Patea Area School, Te Puna Trust licencing**
- **Workplace Charter:**
  - **258 Members**
    - 6 companies not renewed (3 closed, one amalgamated)

<http://www.roadsafetaranaki.nz>




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### Recent Roadsafetaranaki success

- **Impairment**
  - **One for the Road**
    - Sept 24 (12 attendees), Nov 24 (12 attendees)
- **Distractions**
  - **Summer campaign**
    - 85 hours of contracted work
      - 4 x Police Operations
      - 15 days of observations (over 300 letters posted)
      - Wheel of questions x 6 over the summer
- **Te Matatini**
  - **Cross Agency site (NZTA lead)**
    - NZ Police, Roadsafetaranaki, ACC and Kidsafe Taranaki

<http://www.roadsafetaranaki.nz>




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### Current Roadsafetaranaki delivery

- **Schools**
  - **Every primary/intermediate school emailed to promote**
    - Reducing chaos at the school gates
    - Safety vests for rural bus students (some pedestrians/cyclists)
    - Bus safety training
    - Promotion of Waka Kotahi NZTA education portal
    - Driveway safety
    - Cycle skill delivery in South Taranaki/Stratford based schools
- **Restraints:**
  - **Support Kidsafe Taranaki Child Restraint clinics**
    - New Plymouth, Bell Block, Waitara, Stratford, Hawera
    - Thursdays

<http://www.roadsafetaranaki.nz>




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## Future Roadsafes Taranaki opportunities

- **Schools**
  - SADD - Between 20 and 30 Taranaki students will attend annual conference at St Peters in Cambridge - April
  - Cycle skills - South Taranaki & Stratford schools – Term 1 & 2
  - RYDA (Road Safety Education) aimed at Year 12 students – FDMC, TPOA, Patea, Opunake, Stratford, NPBHS, NPGHS, SHGC - March
  - Attend school galas and pet days
- **Workplace Charter**
  - Achieve 300 workplace members by 30 June 2027
  - Share relevant up to date information/data, eg road closures and road work delays via weekly email

<http://www.roadsafetaranaki.nz>




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## Police Update



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## Key Information



### Current Statistics

- Current worrying behaviour
- Public concerns
- Future problems

### Trends


- Fatal & Serious Injury
- Drink Driving
- Distraction Campaign

### Barriers

- Reasons/Excuses
- Removing barriers

### Future Operations

- Unlicensed/High Risk drivers
- Cellphone/distractions
- Change of season/winter



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# QUESTIONS







10



**Kia uruuru mai**

***Karakia to close meetings***

Kia uruuru 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***

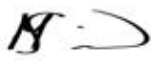
Nau mai e ngā hua  
o te wao  
o te ngakina  
o te wai tai  
o te wai Māori  
Nā Tāne  
Nā Rongo  
Nā Tangaroa  
Nā Maru  
Ko Ranginui e tū iho nei  
Ko Papatūānuku e takoto ake nei  
Tūturu o whiti whakamaua kia  
tina  
Tina! Hui e! Taiki e!

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 13 March 2025.

Approved:



6 Mar, 2025 10:37:01 AM GMT+13

M J Nield  
**Director Corporate Services**

Approved:



6 Mar, 2025 2:21:44 PM GMT+13

S J Ruru  
**Chief Executive**