

REGIONAL Land Transport Plan

FOR TARANAKI 2024/25 - 2026/27



Regional Land Transport Plan for Taranaki 2024

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FOREWORD

Community wellbeing relies on reliable transport connections, but transport networks are expensive and vulnerable.

Weather events are damaging our transport networks, both more frequently and more severely than previously. Forestry traffic is also causing significant damage to local roading infrastructure and the budgets to maintain these roads cannot cope. Increasing resource and compliance costs are pushing maintenance and recovery costs so high that other works are being displaced – including proactive resilience improvements.

Providing transport networks currently accounts for between 25-40% of local council budgets. These are supported by national funding. But these existing funding models are simply not sustainable for the challenges faced:

- Increasing **climate change** impacts and expectations
- Increasing **resilience** issues from ageing infrastructure, changing weather and change in use (e.g. logging traffic destroying local roads)
- Increasing **costs** of maintenance and improvements due to huge cost escalations (e.g. culverts have gone up by over 80% and bitumen over 30%) and change in levels of service
- Increasing need to **reduce travel** and **decarbonise** the travel that is necessary
- Increasing need to focus on **mode shift** to help reduce vehicle kilometres travelled.

We need a step-change from ‘business as usual’ but councils are effectively being asked to do more with less.

Just one of the results of such under-funding is that district councils cannot achieve their target reseal lengths with the funding that they have, so this means less kilometres of roads are resealed annually, therefore exposing councils to higher risk of the seal not being waterproof, so water gets into the foundation of the road – which means potholes and large scale patching.

The existing funding model for land transport is no longer fit for purpose. Additional funding sources are essential, and this is being formally recognised in this reviewed Plan – particularly through the ‘on the horizons’ section, which outlines projects which should be considered for funding when other funds become available.

It should be noted that -

Relative to NZ,
the Taranaki region has about
3% of the land area
but
5% of the local roads
and
7% of local rural sealed roads
though only
2.5% of the population
to help fund this road network.

Maintaining and optimally operating our existing transport system takes precedence for the region, as much as we can within available funding. As such, bids for funding of maintenance, operations, renewals and minor improvements are automatically included in the Plan (refer Section 5.1) and are not subject to regional prioritisation. They would default to the highest possible priority as they endeavour to maintain the region’s base land transport assets and services.

Under the *Land Transport Management Act 2003*, regional transport committees are required to review their regional land transport plan, in consultation with their community and stakeholders, every three years.

The six-person Regional Transport Committee for Taranaki (the Committee) includes representation from the Taranaki Regional Council, the New Plymouth, Stratford and South Taranaki district councils, and Waka Kotahi.



Shown above are the current Members of the Committee: Cr Harry Duynhoven (NPDC), Deputy Chair Cr Tom Cloke (TRC), Linda Stewart (NZTA), Chair Cr Alan Jamieson (TRC), Mayor Phil Nixon (STDC), and Mayor Neil Volzke (SDC).

The Plan's role is to set out Taranaki's strategic direction, priorities and proposed land transport activities for the next 3 years (1 July 2024 to 30 June 2027). It also enables approved organisations to **bid for national funding** for land transport activities in the Taranaki region from the National Land Transport Fund.

This is a mid-term review of the 2021 RLTP, so the review does not need to be as fulsome as at the six-yearly mark. While it is only the programmes of activities that are required to be fully updated for the 2024-27 period, the Committee has taken the opportunity to update/improve a number of other components of the Plan, including:

- An infographic (Figure 4) to provide a better overview of land transport in Taranaki.
- Deeper explanations for why infrastructure maintenance costs are high and climbing, especially in Taranaki. Refer most specifically to the waterbodies and forestry segments with maps in Section 2.
- Rail aspects including more detailed information in Section 2.4 and a new Appendix.
- The necessity of reducing transport emissions
- Greater emphasis on seeking a step-change in public transport.
- Minor amendments to the strategic framework
- The programme and funding tables in Section 5 and 6 are entirely updated from three years ago.
- A strengthened and more detailed listing of activities for future consideration, titled 'On the horizon'. These are activities which have not been proposed for funding by the relevant organisation/s at this time, but are signalled in this section for the future.

Key amendments from the last Plan include:

Better explaining why road maintenance costs are so high, especially in Taranaki (e.g. the huge number of rivers/streams which need bridges/culverts), and noting that existing funding models are not fit for purpose.

Elevating the need for travel demand management and mode shift away from private motor vehicles, including through improved provision of public transport services and infrastructure

Increased need for greater maintenance to ensure reliable connectivity, including building back better wherever possible – not the traditional replacing of like with like as it will not meet the increased demands of a changing climate.

Strengthening climate change aspects of community resilience, reducing transport emissions through a focus on providing alternative travel options to decrease vehicle kilometres travelled.

It is important to understand that the 'funding bid' component of the Plan (which outlines the activities that the organisations have *proposed* to undertake) will continue evolving over the life of the Plan. The tables provided within these sections are necessarily a 'snapshot' in time that continues to evolve as the relevant organisations go through their own processes to determine projects, priorities and funding availability.

The adopted Plan must be taken into account by Waka Kotahi when determining what activities it will include and fund through its National Land Transport Programme 2024-2027.

The programme component of the RLTP, will be 'nationally moderated' alongside those from all other regions. In essence, this means that Taranaki's priorities for requested funding support may not be reflected in the national programme. Taranaki will continue to strongly advocate for its transport needs and desired future state.



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1. INTRODUCTION

This document is the *Regional Land Transport Plan for Taranaki 2024/25 – 2026/27* (the Plan or RLTP 2024). It is a mid-term review of the RLTP 2021.

The Plan is the primary document guiding integrated land transport planning and investment within the Taranaki region.

The relationship of the Plan with other key documents in the wider transport and land use planning and funding context is summarised in Figure 1, and explained in Appendix 3.

1.1 Purpose

The Plan's purpose is to provide strategic direction to land transport in the region. In setting its strategic direction, the Plan:

- Identifies the key transport issues and challenges in the Taranaki region, and how land transport activities proposed in the Plan will address these issues.
- Sets out the region's land transport objectives, policies and measures for at least 10 financial years.
- Lists land transport activities in the region proposed for national funding during the three financial years from 1 July 2024 to 30 June 2027.
- Prioritises regionally significant land transport activities.
- Provides a ten-year forecast of anticipated revenue and expenditure on land transport activities.

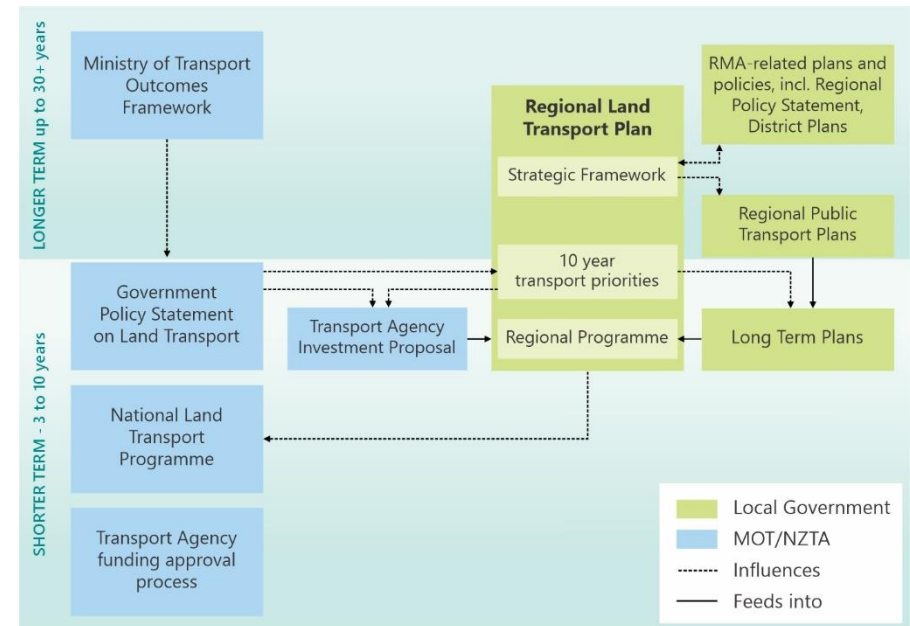


Figure 1: Plan's relationship within land transport planning and funding

1.2 Area covered

The Plan covers the Taranaki region, plus that part of the Stratford district that lies in the Manawātū-Whanganui Region (refer Figure 2).

Local government administration within the Taranaki region is carried out by the Taranaki Regional Council and three territorial authorities: the New Plymouth, Stratford and South Taranaki district councils. The Stratford District Council has agreed through a memorandum of understanding that the whole district is included in the Taranaki region for regional transport planning matters.

1.3 Period covered

As a mid-term review of the 2021-27 RLTP, this Plan sets out the region's transport activities covering the three financial years from 1 July 2024 to 30 June 2027:

- Year 1 (2021/22) – 1 July 2021 to 30 June 2022
 - Year 2 (2022/23) – 1 July 2022 to 30 June 2023
 - Year 3 (2023/24) – 1 July 2023 to 30 June 2024
 - Year 4 (2024/25) – 1 July 2024 to 30 June 2025
 - Year 5 (2025/26) – 1 July 2025 to 30 June 2026
 - Year 6 (2026/27) – 1 July 2026 to 30 June 2027.
- RLTP 2021
- RLTP 2024

The Plan further forecasts expenditure and revenue for an additional seven years, to ten financial years in total (1 July 2024 to 30 June 2034).

Strategically, the Plan has a longer-term view over an approximately 30 year planning horizon (out to 2054).

The Plan will remain in force until 30 June 2027 – or unless a formal variation is required under section 18D of the *Land Transport Management Act 2003* (LTMA) (refer Section 7.3 of the Plan).

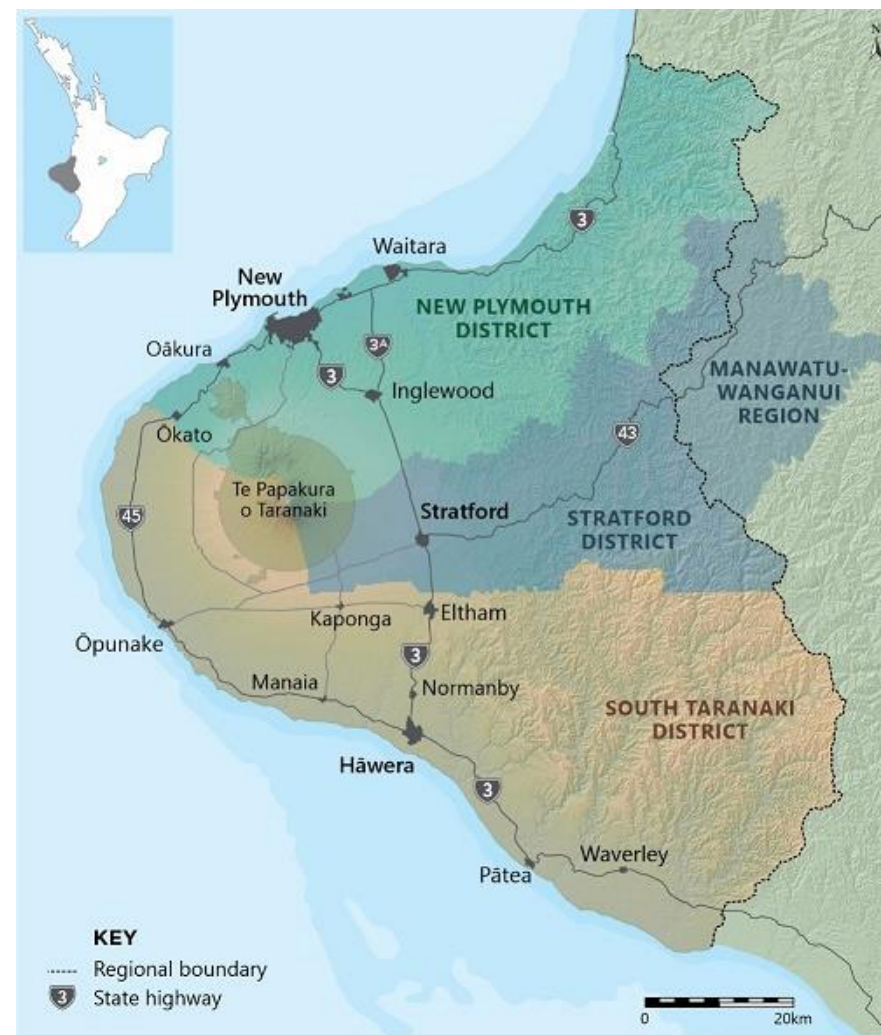


Figure 2: The Taranaki region and local government boundaries

1.4 Overview and scope

The Plan has been prepared by the Regional Transport Committee for Taranaki (RTC or the Committee) on behalf of the Taranaki Regional Council in accordance with the LTMA.

The focus of the Plan is transport (the movement of people and goods from one place to another), rather than recreational activities that involve travel (but their main purpose is the undertaking of the travel itself for leisure/sport rather than the destination). For example, cycling to a place of work rather than cycling purely for leisure. While transport facilities may well facilitate recreational travelling as well, that is not their primary function.

The Plan is structured as shown in Figure 3.

<i>The 'strategic position'</i>	Section 1 Introduction
	Section 2 Strategic context – our region
	Section 3 Strategic framework – issues through to actions
	Section 4 Our ten-year investment priorities
<i>The 'funding bid'</i>	Section 5 Programming of activities
	Section 6 Funding the Plan
<i>The 'round up'</i>	Section 7 Monitoring, reviews, variations, significance policies
	Appendices
	Maps of key regional routes
	Strategic context - the planning environment
	Plan partners and their roles
	Activities 'on the horizon'
	Summary diagrams
	More detailed funding forecasts
	Legislative compliance aspects
	Glossary

Figure 3: The structure of the Plan

The first part of the Plan, the 'strategic position', introduces the Plan (Section 1), provides the regional context (Section 2), and policy framework (Section 3) for transport investment decisions in the region. It then outlines the regional transport priorities for the next ten years (Section 4). Essentially these sections set the scene, tell the story for investment and provide the guiding strategic framework for activities.

The second part of the Plan is essentially a programme of works (Section 5) through which Waka Kotahi NZ Transport Agency (Waka Kotahi) and approved organisations in the region bid for funding (Section 6) assistance from the National Land Transport Fund (the NLTFund).

Sections 3 and 4 of the Plan, amongst other things, outline the issues to be addressed and set out the region's transport vision, objectives, targets and priorities.

Section 5 of the Plan lists the activities for which funding support is sought from the NLTFund. The listed activities are grouped in two broad categories:

- Routine maintenance and minor improvement activities on roads and existing passenger transport services, which are automatically included in this Plan.
- Other activities, including capital improvement projects, which are considered to be of regional significance and have therefore been individually reviewed and prioritised within this Plan. These priorities are used to influence what activities can be implemented with the funding available and when they are likely to be implemented.

The NLTFund is administered by Waka Kotahi on behalf of the New Zealand Government.

Outside of, and in addition to, the NLTFund, the Government has made available Crown funds through a range of programmes (for example the Climate Emergency Response Fund and Provincial Growth Fund) for specific projects. These packages of funding are also included in the Plan where they relate to transport, to ensure that a full overview of transport investment in the region is provided (refer to Section 6.1 for further information).

Taranaki at a glance

Key regional statistics with a relationship to land transport in the region

Taranaki population
129,000 

2.5% of NZ's population ranking it 10th in population size out of the 16 regions

1.2% Population growth (on average over the last 5 years)

1,500 New residents (net) per year*

Top three GDP industries by (\$m)



\$1,455

Agriculture, forestry and fishing (14.6% share of total)



\$1,082

Mining/O&G (10.8% share of total)



\$1,047

Manufacturing (10.5% share of total)

2.9% 

of NZ's GDP - the 2nd highest level of regional economic productivity in the country

3 Districts in Taranaki region

85%

of our ratepayers live in urban centres*



Land area

93% Rural 

7% Urban 

723,610 ha

Total land area of Taranaki

3% of NZ's land area*



Public buses carried
744,037

passengers across

42,973

bus trips in 2023

18% Annual patronage increase from 2022

Our large number of rivers and streams result in around

3,300

intersects with roads (requiring either a bridge or culvert)



We have over

1,000

bridges on our roading network - equating to a bridge about every 4 kms.



28.6% 

Land used for dairy production

4%

Land used for plantation forestry majority based in the eastern hill country



9 Iwi in Taranaki whose rohe is either fully or partly within the region

20% Of our population is Māori



70.3%

of people use PRIVATE VEHICLES for travel to work



3,916 km Taranaki roads

10% (391km) of those being state highways and
90% (3,504km) being local (district council) roads



Of NZ's roading network we have

5% of the local roads

7% of the local rural sealed roads

1.2b kms Travelled annually by vehicles in the Taranaki region*

*figures provided are approximate, based on 2023 where possible, and used for overview purposes

Figure 4: Taranaki at a glance - key regional statistics related to land transport

2. STRATEGIC CONTEXT – OUR REGION

This section outlines the geography and key demographic and economic characteristics of Taranaki that influence the planning, provision and management of the region's transport network. Key features and issues of Taranaki's land transport network are also described.

2.1 Geography and climate

Taranaki is located on the west coast of the North Island of New Zealand and is bordered by the Tasman Sea.

At 723,610 hectares, the Taranaki region makes up approximately 3% of New Zealand's total land area, and is home to 2.5% of the country's population. An additional 68,910 hectares of Stratford District which is within the Manawatū-Whanganui (Horizons) Region is covered by Taranaki for the purposes of transport planning – bringing the total land area for the Plan to 792,520 hectares.

Taranaki as is one of the sunniest and windiest regions in New Zealand, due to its location and exposure to weather systems that migrate across the Tasman Sea.

Geographically defined by one of New Zealand's most recognisable landmarks (Taranaki Maunga) is one of the most symmetrical volcanic cones in the world and the second-highest peak in the North Island. The region consists of three very distinct landforms (refer to Figure 5), which naturally impact on land use patterns and therefore transport needs.

- **Volcanic ring plain:** The Taranaki ring plain, centred on Taranaki Maunga, consists of fertile and free-draining volcanic soils. The ring plain supports most urban settlements plus intensive pastoral farming (particularly dairying). Farming is most intensive on the southern parts of the volcanic ring plain. Over 300 rivers and streams radiate from Mount Taranaki, and are extensively used by the agricultural sector, for community water supplies, and for a wide range of recreational purposes.

The planning environment in which this Plan has been developed also provides strategic context. This is outlined in Appendix II and is encouraged to be read in conjunction with this Section.

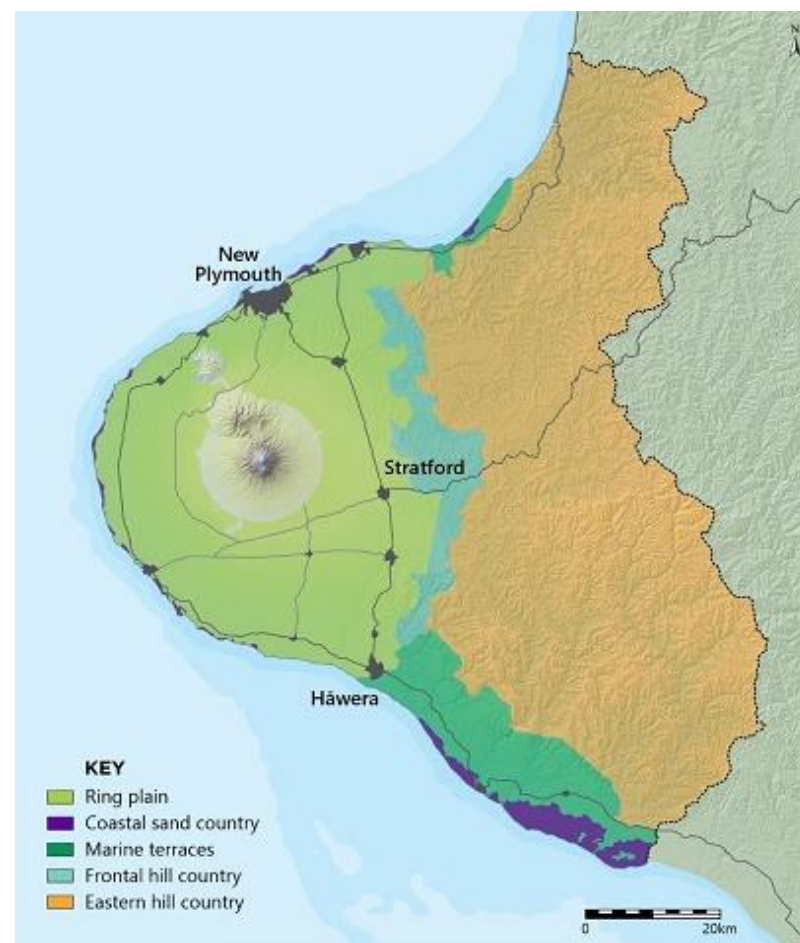


Figure 5: Major landforms of Taranaki

- **Eastern hill country:** The hill country that lies to the east of the ring plain is steeply dissected and prone to soil erosion and slipping. However, it can support both pastoral farming and commercial forestry when managed in accordance with the physical limitations of the land.
- **Marine terraces:** The soils of the coastal and inland marine terraces along the north and south Taranaki coast are among the most versatile and productive in the region. However, the combination of light, sandy soils and strong winds in some areas can lead to localised wind erosion.

Taranaki has 295km of coastline. The region is exposed to the west and as a consequence, high-energy wave and wind conditions dominate the coastal environment. There are few areas of sheltered water beyond the major estuaries and the confines of Port Taranaki.

The Taranaki region has a temperate climate with generally abundant rainfall. The climate and subsoils are suited to high-producing pastures, with about 60% of the region used for high intensive pastoral farming. Approximately 40% of the region is in indigenous forest and shrubland, mostly within Te Papakura o Taranaki (Egmont National Park) and areas of the inland hill country.

The region also has significant natural resources beneath the ground in the form of oil and gas reserves, being known as the energy centre of the country. The region is at the forefront of exploring alternative energy options in response to climate change.

Land transport infrastructure is vulnerable to weather events, and such events will become more frequent and severe with the impacts of climate change (refer Section 2.3 and 3.4).

Additionally, an eruption of Taranaki Maunga is a matter of when, not if. Disruption will be inevitable and is naturally the subject of much planning by Taranaki Emergency Management and related organisations.

Land use patterns generally reflect Taranaki's geography. Population centres and intensive farming dominate the ring plain and coastal terraces while the

eastern hill country is more sparsely populated and dominated by forested landscapes (both native and exotic) and extensive farming land uses.

Waterbodies

Taranaki has 20,000 kilometres of waterways and no less than 530 named rivers and streams. Taranaki also has 19 lakes with an area greater than eight hectares and approximately 7,000 identified wetlands. Over 300 rivers flow from the flanks of Mount Taranaki in a distinctive radial pattern across the ring plain.

The high volume of waterways has a significant impact on the land transport network, with most intersections of road and a river or stream requiring additional (expensive) infrastructure in the form of a bridge or culvert. There are around 3,300 such intersections, as shown on the maps provided in Figures 6 and 7 to outline the scale involved.

There are over 1,000 bridges on the region's roading network, which equates to having a bridge about every 4 kilometres.

Ageing, and often increasingly inadequate, infrastructure is an issue for the region. Maintaining and replacing such infrastructure is also increasingly costly, particularly with the need to increase the size/strength of structures to cope with changing weather patterns, as well as to provide for adequate fish passage¹.

Environmental and resilience considerations are considerably different now to when such bridges and culverts were originally built.



¹ Due to requirements in the *National Policy Statement for Freshwater Management* to facilitate fish passage

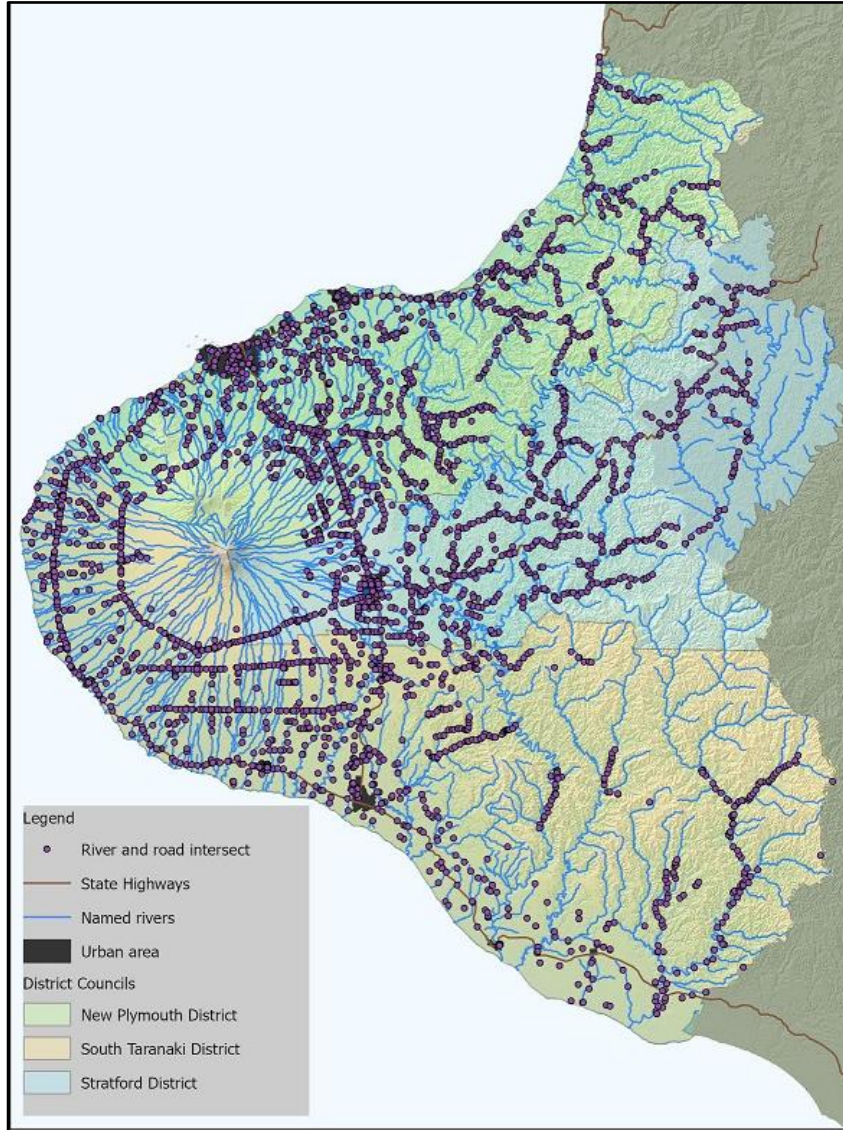


Figure 6: River and road intersects throughout Taranaki

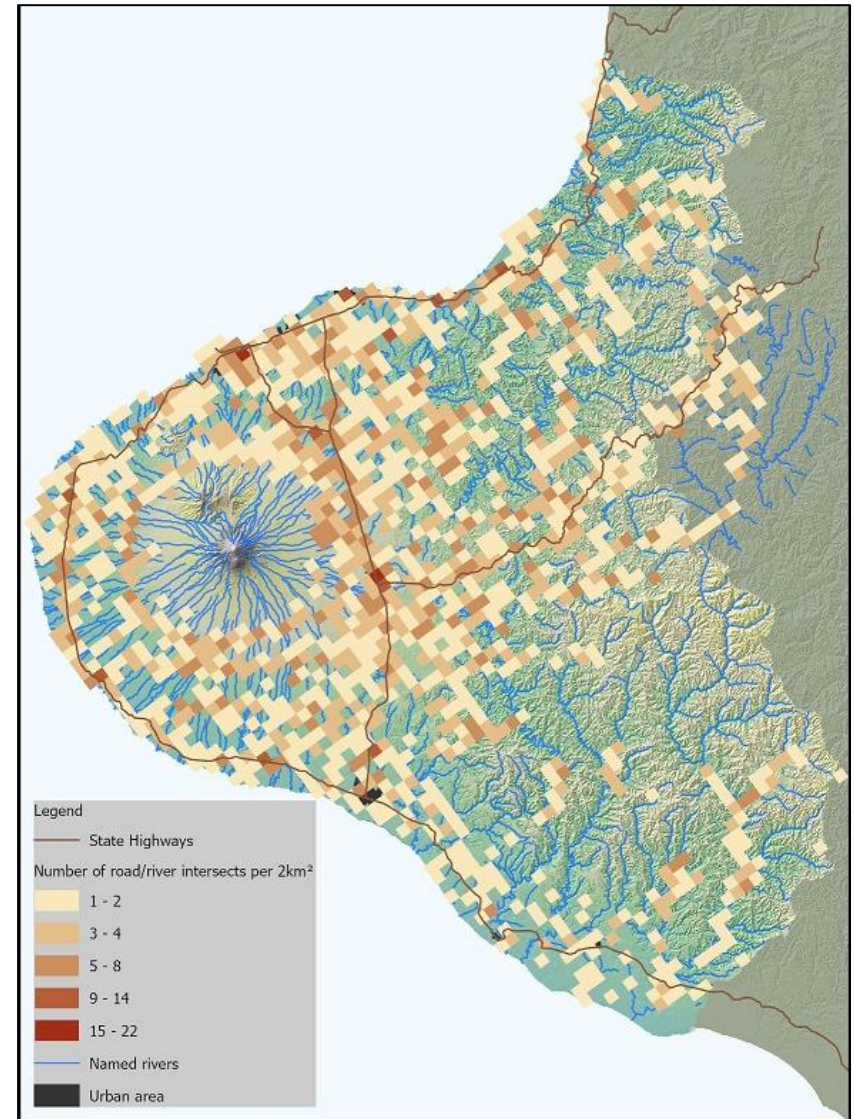


Figure 7: Number of road and river intersects per 2km²

2.2 Regional economy

Taranaki has the second highest level of economic productivity in New Zealand, contributing 2.9% of New Zealand's GDP from just 2.5% of the country's population. The region's economic performance is underpinned by two high-income, export-oriented sectors – dairy farming and processing, and the oil and gas industries. The move to a low carbon economy poses challenges and challenges for Taranaki.

A notable feature of the Taranaki region is its reliance on its natural and physical resources for its social and economic wellbeing. Farming and other land-based activities continue to play a prominent role in employment.

Taranaki's extensive roading network provides vital access and communication links to/from and within the region. An appropriate roading network is essential for the region's agricultural, petrochemical, forestry and tourism industries, and for maintaining access to widely scattered rural communities and a large number of individual households. This network has developed primarily in response to the needs of these groups, particularly primary producers.

Significant contributors to the region's economy are outlined below.



Agriculture

The following are the major agricultural industries in Taranaki:

- Dairying dominates farming in Taranaki, particularly on the ring plain and coastal terraces. Milk processing in Taranaki is now concentrated at one site – Fonterra's Whareroa site near Hāwera. Other major agricultural processing industries are based at Kapuni (Fonterra Kapuni and Ballance Agri-Nutrients), and Eltham (Fonterra Eltham). In addition to direct farm income from milk production, the added value resulting from the processing of milk, whey and cheese manufacturing is a significant contributor to employment.
- Sheep and beef farming is concentrated in the eastern hill country and also plays an important part in the regional economy. Meat and meat product manufacturing/processing is Taranaki's second largest export (behind dairy), and accounts for 17% of regional GDP. The largest meat processing works are located at Eltham (ANZCO Foods), Hāwera and Waitotara (Silver Fern Farms Ltd).
- Taranaki has a significant and expanding poultry industry, involving all aspects of the industry from breeding and growing to production and distribution. Operations are concentrated in North Taranaki, with the major processing facility at Bell Block.



Within both the dairying industry and sheep/beef industry, amalgamation trends have resulted in a concentration of the processing facilities – which has significantly altered the pattern of rail and heavy traffic road use involved in these industries.

Also of note, increased land use intensification impacts on the region's transport networks, with increasing numbers of heavy vehicles servicing the primary industry sector. There are also significant impacts on the land transport network during times of heavy stock movement or peak milk flow.

Forestry

As a consequence of the increased establishment of exotic forests throughout the Taranaki and Whanganui regions, significant tonnage of logs will continue to require transportation to user plants or ports for export – which, in turn, has significant impact on local roads in particular.

Harvested logs need to travel long distances to get to market – refer to Figure 8 showing the location of the region's forests. Logging trucks cart logs from the King Country, the Taranaki eastern hill country, and Whanganui region. The majority travel to Port Taranaki in New Plymouth, though logs from south of the Whanganui River travelling to Centreport in Wellington is not uncommon depending on the relative costs at the time. As part of moving logs to market, considerable distances are frequently travelled on local roads which were not built for intense usage by such heavy vehicles.

Volumes of logs exported through Port Taranaki have increased markedly in recent years, with many of the forests planted in the 1980s and 1990s reaching harvesting age. While a large proportion of these are moved via road, there remains potential for far greater movement of logs via rail from out of the region to Port Taranaki.

Wood availability studies conducted by Port Taranaki show wood volumes will remain strong through to the early 2030s, they will then reduce for a period of approximately 10 years before returning to current levels again as replanted forests become ready for harvest.

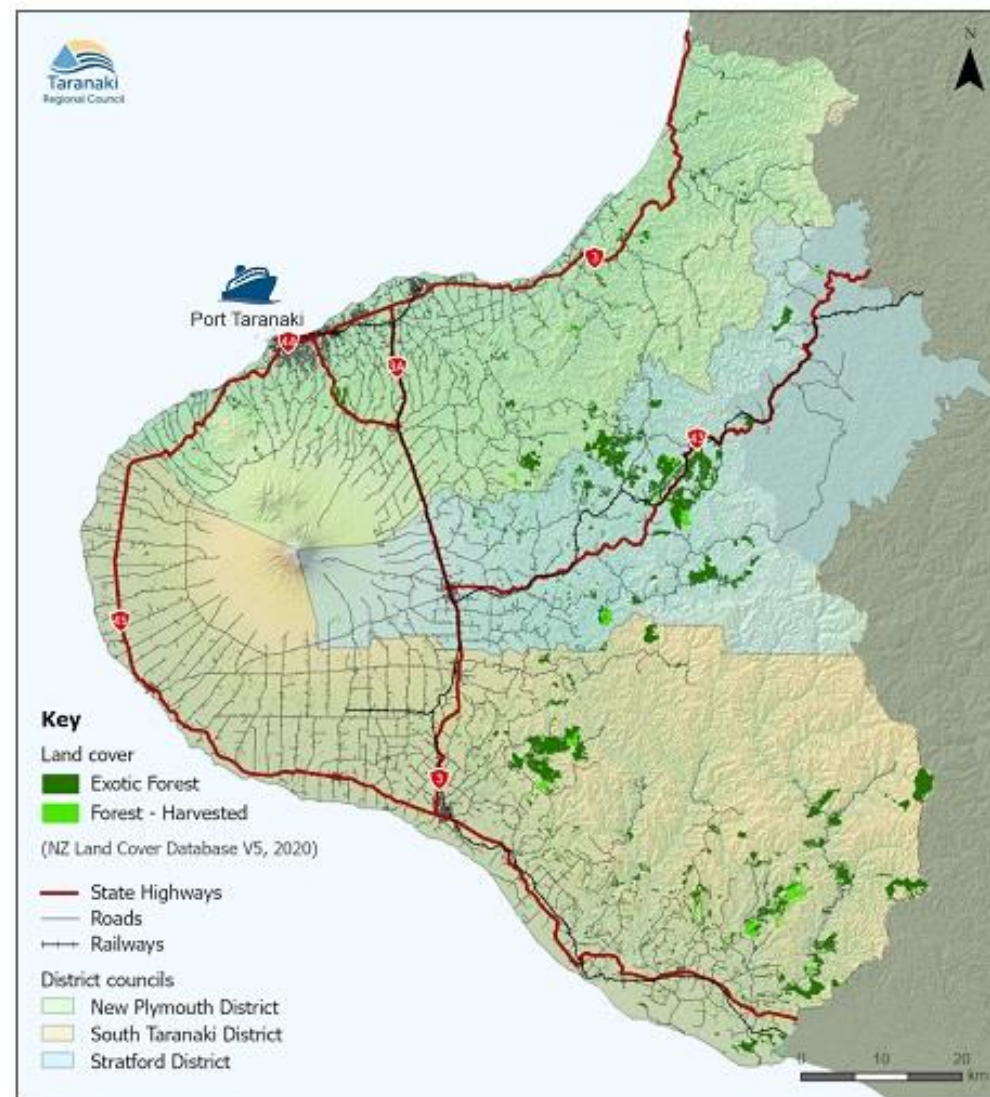


Figure 8: Location of plantation forestry throughout Taranaki

Energy

New Zealand's crude oil and natural gas fields are concentrated around and off the coast of Taranaki. The oil and gas industry has been a major contributor to the regional economy and of strategic importance to New Zealand.

The Taranaki Basin is New Zealand's only commercial hydrocarbon producing area traditionally supplying over 15% of New Zealand's self-



sufficiency oil needs. Historically, oil and gas have been produced from 21 petroleum licenses / permits, all in the Taranaki basin. The most important fields being Kapuni, Maui, Pohokura and Kupe.² All natural gas produced is used in New Zealand.³

However, it is widely recognised that Taranaki's energy sector will need to transition away from carbon-intensive towards low emissions energy sources. This was exacerbated by the previous Government's decision to halt the permitting of future oil and gas exploration (in response to its climate change aspirations), though the national position on this is expected to change.

Efforts have begun in Taranaki – and across New Zealand – to transition our economy to low emissions. Taranaki has existing assets to help drive new clean energy innovations. These include high-quality energy infrastructure, strong engineering and health and safety skills and knowledge, international networks, established energy firms and supply chain, and a natural resource base to support new energy developments.

² *Energy in New Zealand 2019*. MBIE. October 2019.

³ *Energy in New Zealand 2023*, MBIE, August 2023.

With the need to transition rapidly to decarbonised energy, Taranaki retains a significant role in helping Aotearoa meet its energy needs – now through producing renewable energy in the form of wind, solar and green hydrogen. In



particular, Port Taranaki is well located to support construction of onshore and offshore wind energy generation, and has already supported the development of the onshore Turitea and Waipipi wind farms. It is important to ensure that appropriate Port infrastructure is in place to enable Port Taranaki to function as a transport and logistics hub for assembling and loading equipment supporting wind energy generation. Ara Ake, New Zealand's Future Energy Centre, is also based in Taranaki.

Manufacturing

Taranaki has a distinctive manufacturing base, with a national and international reputation for its expertise in food processing, particularly of dairy products.

Manufacturing employs around 17% of Taranaki's employment base and comprises 11% of the region's GDP. The special servicing needs of the dairy and petrochemical sectors (and to a lesser extent the meat, energy, industrial, chemical and timber processing sectors) have contributed to the development of both heavy and light engineering industries.

Engineering

Taranaki is recognised as New Zealand's premier region for engineering. The specialist services of engineering, manufacturing and design have established an enviable record for their mechanical and electrical fabrication, engineering design and project management, and comprehensive support services for the industry.

The land transport network plays an important role in supporting this industry through the provision of rail links, port facilities, and the roading network.

Tourism and events

Alongside exports, tourism is playing an increasingly important role in the Taranaki economy. The region's mountain, coast, surf breaks, forests, gardens and parks are attracting growing numbers of visitors, with resulting impacts on our land transport infrastructure (for example congestion and safety issues at North Egmont and other National Park road ends).

The Taranaki Crossing is a project within Te Papakura o Taranaki (Egmont National Park), connecting and upgrading 25km of walking tracks on the maunga. The Taranaki Crossing Project is expected to generate \$3.7 million annually for the region's economy by 2025.



The Taranaki region is also increasingly popular and recognised for organised musical, cultural, sporting and other events – such as WOMAD, Festival of the Lights and the Taranaki Garden Festival. These events bring large numbers of visitors to the region with significant benefits for the local economy. Significant potential exists to better develop non-motorised transport tourism within the region, particularly walking and cycling trails.

The region's economic development strategy *Tapuae Roa: Make Way for Taranaki* (launched in August 2017) brought together many strands of tourism development through the Visitor Sector Futures component. Key aspects of *Tapuae Roa*, and its Action Plan which was released in April 2018, are outlined in section Appendix II.



2.3 Our people

Population

Taranaki is home to around 129,000 people, most of whom (nearly 70%) live in the coastal city of New Plymouth. The region is split into three districts: New Plymouth to the north with a population of about 90,000; Stratford in central Taranaki servicing about 9,000 people; and South Taranaki, including the main centre of Hāwera, with a population of approximately 29,000.

Main urban centres in Taranaki are New Plymouth, Hāwera, Waitara, Inglewood, Stratford, Ōpunake, Ōākura, Eltham, Manaia, Pātea and Waverley.

Taranaki's has 2.5% of New Zealand's population, ranking it 10th in population size out of the 16 regions.

Table 1 outlines population statistics for the region along with a national comparison⁴.

Population growth and land use

Population growth pressures remain steady, with the New Plymouth district specifically classified as a high-growth area. The region sees a net growth of around 1,500 residents per year.

Table 1: Population figures for Taranaki and New Zealand

Year at 30 June	1996	2001	2006	2013	2018	2020	2021	2022	2023
Taranaki region	109,000	105,700	107,300	113,600	121,200	125,200	126,500	127,300	128,700
New Zealand	3,732,000	3,880,500	4,184,600	4,442,100	4,900,600	5,090,200	5,111,300	5,117,200	5,223,100
Proportion of national population	2.9%	2.7%	2.6%	2.6%	2.5%	2.5%	2.5%	2.5%	2.5%

⁴ Statistics NZ subnational population figures from website, 21/01/2024

Patterns of land use changes and subdivision development in Taranaki generally reflects what is happening in other regions throughout the country with urban population centres such as New Plymouth and Bell Block experiencing high population growth while other (small) population centres experienced slow or no population growth.

In recent times, New Plymouth District has experienced high population growth with relatively high levels of greenfield residential development in the Bell Block, Highlands Park, Ōākura, and Barrett Road areas. Over the next 20 years it is predicted that between 250 and 300 new homes will be built each year in the district. The New Plymouth District Council's *Strategic Transportation Study 2008* concluded that New Plymouth's topography will limit westward and southern development - future growth therefore is to be accommodated northeast of the city.



Notwithstanding relatively low population growth, subdivision in Stratford and South Taranaki districts has been recently running at levels more than double that seen in the early 2000s. In Stratford the increase has been mainly lifestyle block development with some infill residential development recently occurring as demand for residential property has increased. In South Taranaki, infill subdivision has occurred throughout Hāwera

with new multi-lot development occurring to the west and north of the town.

With these increases in lifestyle blocks also comes associated expectations that levels of services found in more urban environments (including those associated with transport service provision) will also be provided in these peri-urban areas. This expectation is an issue which needs to be considered and provided for in district councils' long-term plans when planning for future growth areas.

There is a lot of commuting between centres for work and education, so population growth in one district does not limit the transport impacts to that area. For example, a significant proportion of new residents to Stratford will then travel to north or south Taranaki for work.



Demographics

Taranaki has higher proportions of elderly and youth than the national average and this is likely to continue. These two factors are used to measure levels of transport disadvantage in a region as they represent those people who are most likely to need transport assistance, which may include community transport. Other transport disadvantage indicators include people on low incomes, the unemployed and proportion of households with no car. In Taranaki it is anticipated that, with the ageing of the population, the levels of transport disadvantaged will increase.

Within Taranaki there are also differences in the composition and characteristics of the population, which are important when considering the transport needs of local communities. For example, the New Plymouth district has over two-thirds of the region's population and it has more elderly as a proportion of its total population than either Stratford district or South Taranaki district. South Taranaki district on the other hand has the youngest population in the region with almost a quarter of its residents under the age of 15.

About 20% of the region's population is Māori, with a higher proportion (close to 25%) based in South Taranaki.

At the end of June 2020, the unemployment rate across the region was at 4.3% with only small variations from one district to another (compared to 4% nationally). Rates of unemployment among Māori are higher.

Households without access to a motor vehicle is highest in New Plymouth district (7.2% of households) and lowest in Stratford district (6.6% of households).

Iwi

There are nine recognised iwi whose 'rohe' or tribal area falls either wholly or partially within the Taranaki region. The rohe of Ngāti Ruanui, Ngāruahine, Taranaki Tūturu, Te Atiawa and Ngāti Mutunga are located completely within the region. The rohe of Ngāti Tama overlaps the Waikato region to the north, and those of Ngāti Maru and Ngāa Rauru overlap the Manawātū-Whanganui region to the east and south. Ngāti Maniapoto (to the north) are the most recently recognised iwi, largely located in Waikato region but with recognised interests within Taranaki.

As more Treaty of Waitangi claims are settled, iwi are becoming more active in resource use and development activities throughout the region. This is supported by stronger partnership approaches being continually built between iwi and the four councils.



Generally, based on Census data, higher proportions of Māori in the region will be transport disadvantaged due to both a lower level of access to private motor vehicles and a greater proportion of the Māori population being under the age of 15.

2.4 Our transport system

Taranaki's transport infrastructure comprises of the road and rail network, Port Taranaki and New Plymouth Airport. Effective and reliable road and rail links to other transport modes such as Port Taranaki and New Plymouth Airport are crucial in servicing the region's general infrastructure network.

Transport infrastructure provides essential services to the regional community and economy. The infrastructure is vital for moving large volumes of freight into and out of the region. General freight is moved to and from the north by road through Hamilton and Auckland and south via Palmerston North and Wellington. Refer Figure 9 for an overview of Taranaki's land transport network, and to **Appendix I** for a more detailed map showing key regional routes.

The roading network

The Taranaki region has 7% of the country's local rural sealed roads and 5% of the country's total (sealed and unsealed) local roading network. This is relatively high considering the region's population and land area is only around 3% of New Zealand's total. The primary reasons for the relatively large roading network is the region's intensive agricultural land use patterns, with a consequential need to provide efficient local roading networks to service the region's widely dispersed rural communities.

The state highway system is a critical part of the roading network connecting the region's main population centres with one another plus other parts of the country, including processing and manufacturing facilities, export outlets and markets.

In total there are 3,916 kilometres of roads in Taranaki, of which 3,168 kilometres (82%) are sealed. The network is made up of 391 kilometres (10%) of state highways and 3,504 kilometres (90%) of local roads, of which around 77% are local rural roads.

There are 298 bridges on state highways (including one single-lane bridge at the Stratford cemetery on SH43) and 707 bridges on local roads, of which 432 are single-lane. This equates to Taranaki roads having a bridge approximately every four kilometres. Furthermore, there are 710 kilometres of 'paper roads'⁵ in the New Plymouth District, 700 kilometres in Stratford and 631 kilometres in South Taranaki - which have legal access implications.



The state highways in the region (refer Figure 5) are as follows:

- **State Highways 3 and 3A** link the region with the main centres to the north and south as well as being the key intra-regional link.
- **State Highway 43** which provides a link to the central North Island.
- **State Highway 45** which connects coastal residents to the rest of the region.
- **State Highway 44** which connects Port Taranaki to State Highway 3 in New Plymouth.

The region's state highways are of strategic value for Taranaki, with State Highway 3 being of particular significance. It is important to the viability of industries in Taranaki being able to compete in the North Island market and in overseas export markets, for regional tourism, and for access to other services and facilities in major centres outside Taranaki.

⁵ A 'paper road' is a legal road that has not been formed, or is only partly formed. Legally it is a road and members of the public have right of access to travel it – though there may be logistical issues involved to do so. Also known as an 'unformed legal road' (ULR).



Figure 9: Overview of Taranaki's current land transport network

Table 1 below provides a summary of key roading statistics for the region, and by district.

Table 2: Taranaki's roading network statistics

Road type	Stratford	South Taranaki	New Plymouth	Total
Rural (km)	542.9	1,484.2	959.3	2,975.4
Urban (km)	40.8	140.2	323.5	504.5
Special purpose roads	14.2	-	6.8	21.0
Total local roads	596.9	1,624.4	1,282.8	3,504.1
State Highways	74.1 ⁶	159.6	157.4	391.1
Total all roads				3,916.2

Roads will continue to be the dominant infrastructure for passenger and freight transport modes in Taranaki, particularly as the basis of the economy will remain orientated towards primary production which cannot, by character, be centralised. At this stage, the roading network is the most effective way of servicing this region's widespread, low density population and agricultural economy.

There is significant commuting between North and South Taranaki, particularly between New Plymouth – Hāwera, and New Plymouth – Kapuni/Manaia.

Heavy vehicles

A significant proportion of freight in the region is carried by heavy vehicles using both the state highway and local road networks.

Amendments to national Land Transport Rules over the last ten years have enabled more freight to be carried on fewer vehicles. A High Productivity Motor Vehicle (HPMV) permit is available to carry between 44 to 62 tonnes on identified routes and a 50MAX network-wide permit is available to travel

at 50 tonnes over 9 axles throughout the entire network, with the exception of structures specifically excluded.

The region as a whole has embraced freight efficiency through joining up to provide HPMV and 50MAX where appropriate. All of SH3 in Taranaki is available to 50MAX and the majority is available to HPMV.

Previous studies have shown that there is a comparatively high heavy vehicle intensity on Taranaki's roads, which can result in adverse impacts on local communities, as well as increased rate of wear and tear on the roading network.

Freight movements

The key types of freight are:

- Land/Road - Most of the freight within New Zealand is transported via road, whether that be milk tankers, logging trucks, concrete trucks, or the postal delivery van.
- Air Freight - Air freight carries less than one percent of New Zealand's international trade by volume, but about 16 percent of exports and 22 percent of imports by dollar value. Air transport is critical for the transport of high-value and/or time-sensitive goods, such as flowers, seafood, and urgent medical supplies.



⁶ This excludes the 39.4 km of SH43 in the Stratford District located within the Manawatu-Whanganui region. Of note, this portion of SH43 is not accounted for in expenditure figures within the Plan, as Waka Kotahi's costings are based on regional not district boundaries.

- Sea - Approximately 99 percent of New Zealand’s trade by volume, and 80 percent by value is carried by sea. The majority of freight movement is not between regions, but to and from the site of primary production or processing facility and the nearest seaport.
- Rail – is mostly used for moving containerised freight and bulk commodities, such as logs and coal. Rail is ideally suited to the movement of these types of high-volume, low-value commodities.

Taranaki relies heavily on freight transport by road, with rail and coastal shipping also playing a role in moving freight within and into/out of the region. Figure 10 shows Taranaki’s freight task at a glance⁷.



Figure 10: Taranaki's freight task at a glance

Short intra-regional freight trips are predominantly by road, whereas rail is used for medium length inter-regional trips and coastal shipping is used for long distance inter-regional trips (or to avoid large urban agglomerations). However, this may also be a result of either the commodity mixtures carried into/out of the region and the relatively low time-criticality of some commodities, or the relatively good infrastructure provision in the rail and maritime industries in the region.

⁷ Arataki September 2023 v1.1, Waka Kotahi

The movement of goods to, from and around New Zealand is essential for our society and economy to function and flourish and impacts our quality of life.

Heavy vehicles represent around 6 per cent of total vehicle kilometres travelled on our roads, but approximately 20-25 per cent of total road transport emissions. Emissions from freight is closely correlated with the amount of diesel used by trucks.

Decarbonising freight is explored later in Section 2.3 and in Issue 6 of Section 3.4.



Rail network

The New Zealand railway network is owned and managed by KiwiRail, who operates all freight and most passenger services.

Previously rail access into Taranaki has come from both the north-east and the south (refer to Figure 11) and included the following component parts:

- Access south (freight only) is via the Marton – New Plymouth Line (MNPL) which is largely co-located alongside SH3 and links Marton – Whanganui – Hāwera – New Plymouth. Terminus is Smart Road (New Plymouth).
- Access north has historically been on the Stratford to Okahukura Line (SOL), at which point the North Island Main Trunk line is used to access Hamilton and beyond. In 2010 KiwiRail mothballed (i.e. retained for possible re-opening in the future) the SOL Line following a derailment at its northern end and consequential damage caused. Rail freight previously moved using this line is therefore now being moved to/from Taranaki via Marton and the North Island Main Trunk Line. Adventure tourism operator Forgotten World Adventures reached agreement with KiwiRail in 2012 to lease the line for their new venture using modified petrol golf carts on the rail line for tourists to travel between the line's termini at Stratford and Okahukura. The 30-year lease makes the company responsible for the line's maintenance and access control but allows KiwiRail to use the line in emergencies and to resume control of the line depending on future circumstances and opportunities. Substantial investment would be required to repair damaged sections of the line in order to fully reinstate the SOL.



Licensed industrial railway lines throughout Taranaki, include those for Fonterra (at Whareroa and Kapuni) and Ballance Agri-Nutrients (Kapuni). There are also industrial rail sidings at Ravensdown, Shell Todd Oil Services, Vector Limited and Port Taranaki.

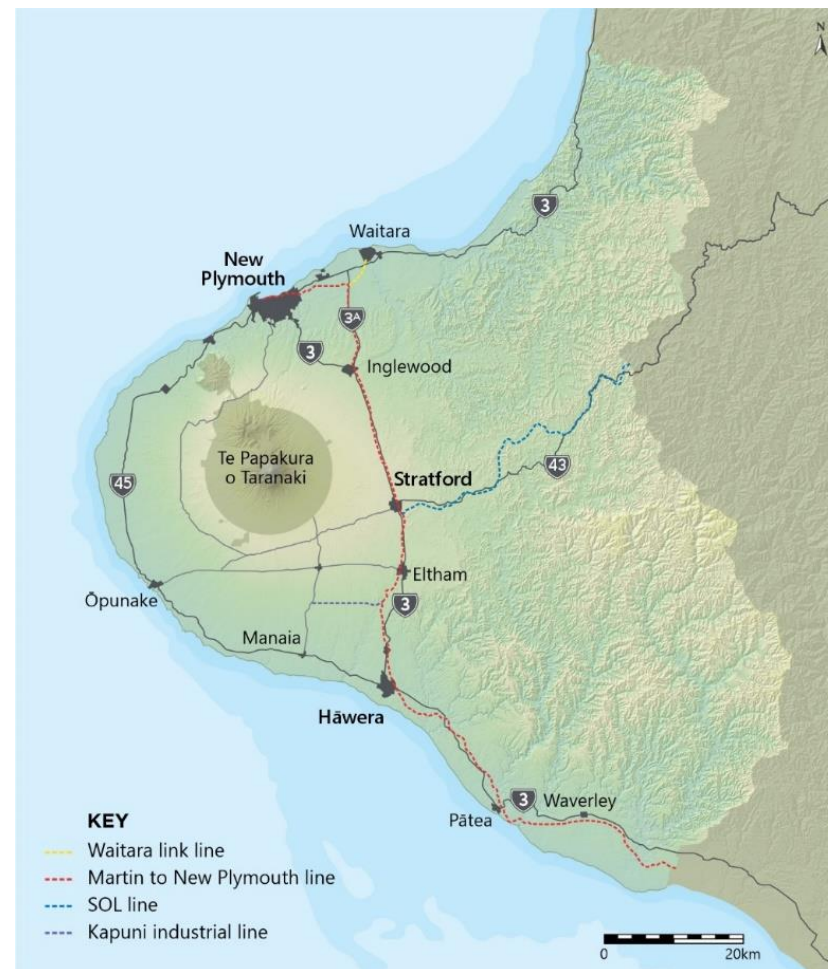


Figure 11: Taranaki's rail network

Figure 20 in Appendix XII is a graphical regional summary for Taranaki and Manawatū-Whanganui produced by KiwiRail for the 2022-2024 period, and provides a useful overview reference.

Freight utilisation of the Marton to New Plymouth Line (MNPL) exceeds the national average. 1,400+ trains with 47,000+ wagons ran on the line during 2022/23, with dominant cargoes being dairy products from Whareroa and Castlecliff, meat from Eltham and national gas from New Plymouth.



Approximately 800,000 tonnes were shifted in 2022/23 on the MNPL, meaning 53,000 truck movements were avoided on Taranaki roads⁸. Plus, every tonne shifted by rail emits 70% fewer emissions than by road.

During the life of the Plan, KiwiRail is proposing to maintain the network in Taranaki to its current level of service, with renewals being a priority. On some sections of the Marton to New Plymouth line, the number of train movements is increasing, albeit moderately. There is also the possibility of development of one or more natural aggregation freight hubs in the region in upcoming years. In relation to rail, KiwiRail has responsibility to maintain the asset and to provide a level of service to its existing customers that meets their

expectations. Any additional investments in the rail network in Taranaki will be driven by client demand.

Generally, rail is underutilised within the region and the community would like to see far greater transfer of freight from road to rail, particularly of logs. A Marton Rail Hub, which was announced in April 2020, is in development and will establish a key logistics point in the Rangitikei District for log transport to North Island ports.⁹ Additionally, KiwiRail have been investigating¹⁰ establishing a rail hub at Waverley in South Taranaki, which would also have significant implications for increasing the proportion of logs moved by rail.

Scheduled passenger rail services in Taranaki halted in the 1980s, but community interest in reviving this continues to grow – as evidenced in feedback received during *Better Travel Choices for Taranaki* consultation in 2023.



⁸ KiwiRail update to Taranaki Regional Transport Committee, September 2023

⁹ <https://www.rangitikei.govt.nz/district/projects/marton-rail-hub>

¹⁰ *Feasibility Study: Opportunities for Export Log Movement on Rail in Taranaki-Whanganui, June 2020*

Sea links

Port Taranaki, is the only deep water west coast port in New Zealand. The Port is a key transport network hub for the Taranaki region and a major contributor to the economy. Port Taranaki is ideally located to support offshore renewable energy projects targeting the offshore Taranaki coastline.

The Port is operated by Port Taranaki Ltd and currently offers nine fully serviced berths for a wide variety of cargoes and vessels. Cargoes through Port Taranaki include export methanol and other bulk liquids, imported road fuels, export logs, imported agricultural feeds and fertilisers, project cargoes (including those supporting new green energy development), and cruise vessels.

Investigations have indicated a Western Blue Highway (providing links to the South Island and eastern ports of Australia) could be viable. Coastal shipping is a potential factor going forward with the government committing money to investigate an improved coastal shipping service. The *Tapuae Roa* strategy flagged the intention to re-examine the business case for a New Plymouth to South Island “roll-on, roll-off” link.



Port Taranaki and Venture Taranaki partnered to develop a Taranaki Cruise Strategy in 2023. The region is targeting 28 cruise vessels annually by 2028. This represents a substantial increase from the 3-4 cruise vessels visiting annually up to 2023.



Move Logistics have recently announced that they are abandoning plans to commence a regular coastal roll-on, roll off link between New Plymouth and Nelson. They have started a trans-Tasman service linking the east coast of Australia with New Plymouth and eastern South Island Ports.

Port Taranaki already has an important role in supporting the development of onshore wind farms and is well placed to play a greater role in the transition to renewable energy generation. The Port has developed strong relationships with several offshore wind farm developers looking to build large scale offshore wind farms off the Taranaki and Waikato coastline. Currently there is uncertainty regarding the development of offshore wind energy in New Zealand. Should the industry proceed, it will increase demand on Port services through the construction, operations and maintenance phases. It will also allow local content to be constructed and transported to Port Taranaki and delivered to offshore wind installations using offshore support vessels.

The Port also holds an important role in providing support following any regional or national civil defence incident, given its logistical facilities and location as the only deep water port on the west coast of Aotearoa.

Air links

The New Plymouth Airport is the only fully commercial air freight and passenger airport in Taranaki. Other airfields in the region that are large enough to accommodate twin-engine cargo planes include those at Hāwera and Stratford, though grass runways mean only light planes are viable currently. A number of private airstrips throughout Taranaki also provide access for top dressing aircraft.

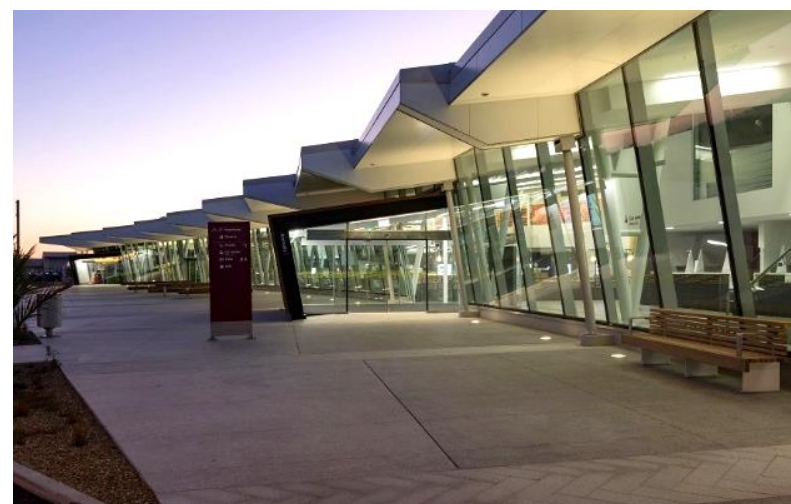
As with sea linkages, aircraft movements are not categorized specifically as 'land transport' modes in the Plan. However, it is becoming increasingly important to note the steady growth in passenger movements, and hence increased road traffic to and from the airport and associated impacts on the transportation network.



New Plymouth District Council took over the Crown's share of the airport in 2017 to give it 100 percent ownership. Increasing passenger numbers at that time supported the Council's decision for a major new redevelopment to cope with visitor growth, and a much larger new terminal opened in March 2020. The Council has also developed plans to increase runway length if airlines opt to use larger aircraft. However, the intersection of Airport Drive with State Highway 3 requires significant upgrade (as part of a wider Waitara to Bell Block safety improvement programme).



Air New Zealand remains the core passenger carrier at New Plymouth Airport, with a second carrier (Jetstar) having provided some regional route options from early 2016, but withdrawing again in late 2019 citing insufficient financial returns.

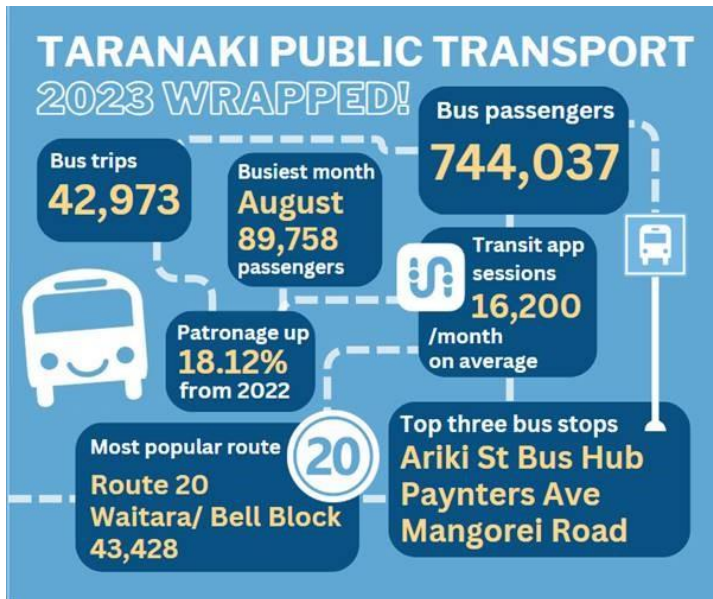


Passenger transport services

A fit-for-purpose cost-effective public transport service in Taranaki offers a number of potential environmental, financial and social benefits. However, the combination of low population density and geographical isolation can make the provision of cost-effective public transport services in those areas difficult. In areas where public transport is available, such as New Plymouth, the current service has been identified as substandard in areas and therefore the use of private and/or company motor vehicles currently remains the most

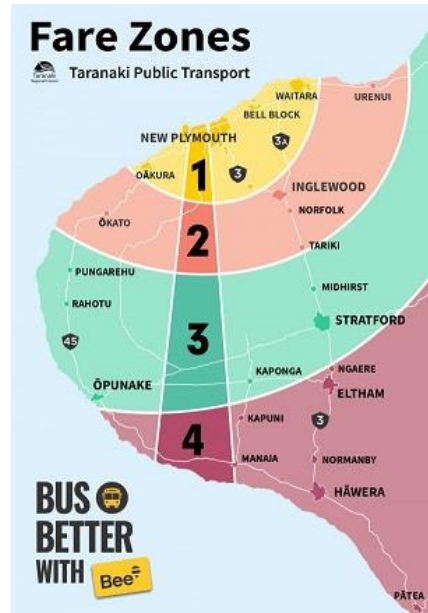
favoured mode of travel in Taranaki (mostly due to convenience).

The Taranaki Regional Council is the organisation responsible for planning for, and contracting of, public transport services in the region.



Contracted bus services operate in New Plymouth, Bell Block, Waitara and Ōākura urban areas and once-a-week inter-town bus services operate from smaller rural centres such as

Waverley, Manaia and Ōpunake. The Council is heavily involved in the inter-regional Bee card electronic ticketing system, and in the planning phase to move to a national ticketing solution that is estimated to launch in Taranaki in late 2025 launch in Taranaki.



The Taranaki Regional Council, partnering with Health New Zealand | Te Whatu Ora, Western Institute of Technology at Taranaki (WITT) and local district councils, funded the Hāwera to New Plymouth (Connector) bus service on a two-year trial from February 2014. Pleasingly, the trial was so successful that the service and its funding now sits within business as usual activities. The bus service provides a vital connection between south and north Taranaki. The Monday to Friday service operates four return services per day.



Seeking a step-change in public transport

At the time of preparing the Plan, an investigation is underway to determine how best to increase the attractiveness of public transport in the region, thus increasing patronage and supplying the crucial step-change in public transport provision.

A draft *Regional Public Transport Plan 2024* (RPTP) is in development which is being supported by and supporting a full service and network review of the bus services in the region, the Public Transport Single Stage Business Case (SSBC). Both documents are being guided by extensive community consultation that occurred throughout 2023.

The development of the SSBC is needed to support the step change as the region's public transport contracts are due to expire on 30 September 2025. The SSBC is critical in demonstrating options to achieve integrated infrastructure and service delivery for public transport in Taranaki. This is the opportunity to achieve a long-term vision involving a substantial improvement in the effectiveness and efficiency of the region's bus service and to that end, the SSBC will investigate how public transport in Taranaki will evolve. This will lead to the identification of the preferred public transport service model and infrastructure and the investment required to support the service.

To enable the RPTP and SSBC to continue to support and complement each other, their completion timelines have been aligned to mid-2024, which will ensure the two transport plans remain symbiotic. It is intended that major bus service improvements will be made during the life of the Plan, though details will not be available until later in 2024 so a variation to this Plan may be required.

The Taranaki Regional Council further provides subsidised door-to-door transport for people with impairments throughout Taranaki through the Total Mobility Scheme. Contracted providers include New Plymouth Taxis, Energy City Cabs, STOPS, Taranaki Executive Taxis, Freedom Companion Driving Service, Ironside Vehicle Society and Driving Miss Daisy.

Figure 12 shows the relationships between the various key documents currently relating to public transport in the region. The two documents referenced in the commentary on the left are highlighted with a blue outline, while this Plan is shown with a green outline.

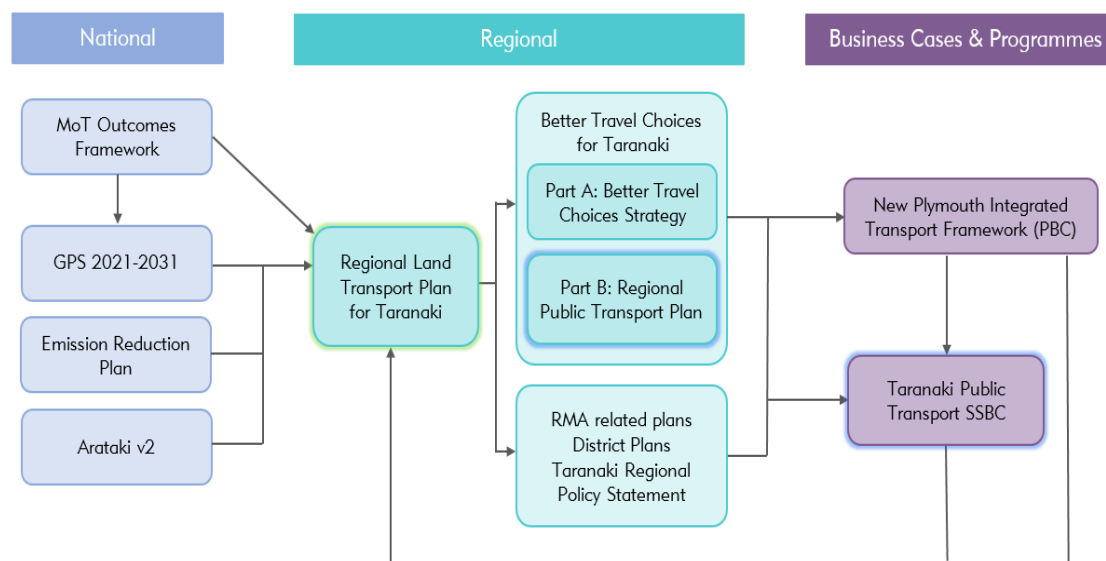


Figure 12: Relationship diagram of key documents for public transport

Walking and cycling

As a transport mode, cycling has many benefits to offer when compared with motor vehicles. These include low capital and running costs, greater access, increased potential health, minimal degradation of road surfaces, fewer emissions and less congestion.

Cycling in Taranaki occurs across a broad range of activities including: travelling to and from school, commuting to work, or first and last mile (gaining access to public transport), recreation and leisure, competitive sport and tourism. However, historically cycling in Taranaki has not received as much attention as other transport modes in the region.

On the local roads and state highways, cycling is often perceived as differing from, and therefore secondary to, other vehicular traffic.



Walking is often the most cost-effective and efficient method of undertaking a short trip, either to work or for recreational/social purposes.

Despite the wide range of benefits, the active transport modes of walking and cycling are not as common as private vehicle use. However, change is occurring in north Taranaki in particular, due to investments made through the Walking and Cycling Model Community Programme.

In June 2010, New Plymouth District Council was one of two councils (the other was Hastings) awarded a combined \$7 million over two years to

develop walking and cycling initiatives to encourage people out of their cars

and onto shared pathways and streetscapes. New Plymouth branded their project "Let's Go".

Let's Go is all about getting people in New Plymouth district to choose walking, riding or taking the bus over using cars for short trips. The programme aims to enable people to make this switch through travel planning, awareness, skills-based programmes, and events, building confidence while having fun. Infrastructure upgrades within the district have been intrinsic to the successes in the district, not least the iconic coastal walkway.

Other walking and cycling initiatives are also being considered as a means of encouraging an increased uptake of these active modes of transport, as well as encouraging more tourism/recreational opportunities. The Taranaki Regional Council is developing a *Better Travel Choices Strategy 2024* for the region with the aim of "**having** better travel choices and **making** better travel choices in Taranaki." The purpose is to support a step-change in mode shift from single occupancy vehicles, to reduce transport emissions and improve community wellbeing.

Cyclists and pedestrians are vulnerable road users who would most benefit from appropriately designed shared pathways to enable them to use a transport corridor alongside other transport modes without safety concerns (perceived or real) – be they motorists, motorcyclists, pedestrians, cyclists, horse-riders or another mode.



Reducing transport emissions

Transport emissions are the fastest growing source of greenhouse gas emissions in New Zealand.¹¹ Reducing transport emissions is critical to reducing the effects of climate change, and ensuring New Zealand can meet its targets under the Paris Agreement and the *Climate Change Response (Zero Carbon) Amendment Act*.

Land transport is a major contributor to greenhouse gas emissions. Reducing transport emissions involves a multi-faceted approach:

reducing the need to travel; supporting mode shift to walking and cycling for short trips; and changing how remaining travel is made so that more people are moved in less vehicles (shared travel especially mass transit); and using



more sustainable ways to power those vehicles.

Active travel is becoming a more popular mode of travel for more New Zealanders. This not only benefits individual physical health and wellbeing, but it also benefits mental wellbeing, society and the environment. The rise of micro-mobility, such as electric bikes and electric scooters, is making active travel more accessible and appealing to more people, and as a result, both central and local government have been investing more into dedicated safe walking and cycling facilities.

Travel for work and education are trips that people usually make frequently. If we can successfully shift these trips to modes other than private vehicle then the individuals concerned are more likely to consider walking, cycling, or taking public transport for other trip purposes too.

The post-COVID shift to increased working from home has had some impact on reducing the amount of commuting travel, and a corresponding reduction in transport emissions. This is one component of reducing the need to travel and therefore reducing vehicle kilometres travelled.



¹¹ Transport Insights, Waka Kotahi tool, January 2023

2.5 Strategic corridors and cross-boundary matters

It is useful to understand the key transport journeys within and through the region, specifically those on strategic intra or inter-regional corridors.

The key strategic corridors in Taranaki are:

Strategic corridor	Strategic role
SH3 north	Freight and tourism route and access to Taranaki from the north
SH3 central	The primary intra-regional corridor within and through Taranaki
SH3 south	Freight and tourism route and access to Taranaki from the south
SH44	Freight route and access to Port Taranaki
SH3A	Freight route and bypass of New Plymouth for inter-regional traffic
SH43	Tourism, forestry and freight route and access to Stratford from the east. Limited alternative to SH3
SH45	Tourism route and access to New Plymouth and Hāwera from coastal Taranaki. Limited SH3 alternative

Adjoining the Taranaki region are two other regional authorities: Waikato Regional Council to the north and Horizons Regional Council to the east and south.

The region's transport opportunities, problems and risks do not stop at regional or district boundaries. Cooperation with adjoining local authorities is imperative in ensuring that a consistent and coordinated approach is taken to the management of any land transport networks that cross regional boundaries. In Taranaki, this means developing a coordinated approach with the Horizons Regional Council and Waikato Regional Council, as well as other seaboard regions for coastal matters.

Figure 13 shows the main cross-boundary transport links of relevance to Taranaki, which are explained on the following pages:

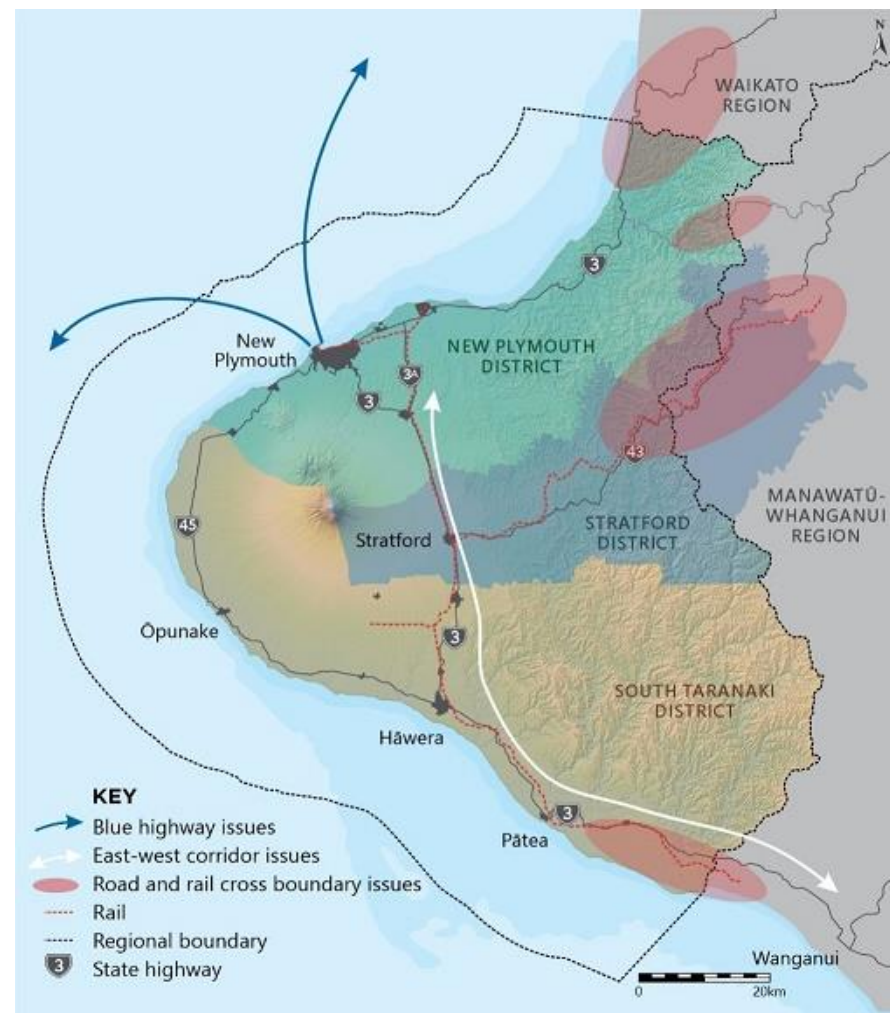


Figure 13: Location of Taranaki's strategic cross-boundary transport links

State Highway 3 North — to the north of the region i.e. from Mount Messenger (Taranaki region) to Pio Pio (Waikato region) and beyond

The priority inter-regional issue for the Taranaki region is the future route efficiency, safety and reliability of State Highway 3 travelling north over Mt Messenger, through the Awakino Gorge to Te Kuiti, Hamilton and beyond. Although located largely outside the Taranaki region, this section of the state highway network has a history of road closures due to its surrounding topography and limited access points. Vehicle crashes, and the increase of severe weather events, mean the corridor is vulnerable to closure.

This route is strategically important to Taranaki as the principal arterial transport route between the Taranaki and Waikato (and beyond). It is vital to Taranaki's industry and commerce for access to northern markets and export outlets, for tourism linkages, and also for access to health, cultural and other services.

An economic assessment of the strategic value of State Highway 3 between Taranaki and the Waikato region (undertaken by Venture Taranaki in 2012) confirmed the importance of this route and found that there was a case for greater priority to be placed on network improvement works on this section of State highway 3.¹² In late June 2014 the Mount Messenger/Awakino Tunnel section of State highway 3 was identified by the government to be one of fourteen 'accelerated' regional roading projects - specifically, *"Improving the safety, freight efficiency, and resilience of SH3 north of New Plymouth, including the investigation of new passing opportunities."* Substantial work has been progressing across three projects within a SH3 Mount Messenger to Awakino Programme in recent years. The Mount Messenger Bypass project is the largest of these and will continue throughout the life of the Plan.

State Highway 3 South — To the south-east of the region i.e. from Waverley (Taranaki region) to Whanganui (Manawatū-Whanganui region)

State Highway 3 south of Taranaki is an important link with major urban areas such as Whanganui and Palmerston North, and from there to Wellington and Napier.

As with the other two state highway routes traversing Taranaki's regional boundaries (i.e. SH3 North and SH43), there are limited alternative routes for those wishing to travel to/from the south. The focus for State Highway 3 South (which

connects Taranaki to the Manawatū-Whanganui region) is on the maintenance of bridges to an appropriate standard to facilitate freight, safety and route resilience.

The corridor is critical to supporting the dairy industry as it connects the dairy production centre in Hāwera to distribution centres in Palmerston North.

State Highway 43 — To the north-east i.e. from Whangamomona (Manawatū-Whanganui region but the Stratford district) to Taumarunui (Manawatū-Whanganui region)

This route is strategically important for tourism, forestry and freight route and access to Stratford from the east.

A focus of improvement requests for many years has been the sealing of 12 kilometres of the highway in the Tangarakau Gorge which remained unsealed. This corridor is increasingly popular as a tourist route connecting central North Island with the North Island's west coast and is promoted as the 'Forgotten World Highway'. It has also been recognised in the *Tapuae Roa: Make Way for Taranaki Action Plan* as important for providing improved options for tourism travel, economic opportunities for the small rural communities along the route and increased network resilience. Improvement works, including sealing, are well underway and will be completed during the life of the Plan.

Route 40 — i.e. between Ahititi (Taranaki region) and Ohura (Manawatū-Whanganui region)

This route was reclassified from a 'state highway' to a local road during the 1991 State Highway Review process. It has been identified as an alternative route to State Highway 3 (north) should this route become impassable, and allows access to Mt Damper Falls (which is a major tourist destination in Taranaki) and significant forestry blocks along the route.

East-west transport corridor

The east-west transport corridor refers to the roading and rail transport corridor that moves goods across the North Island (presently mainly logs and fertiliser from the Hawke's Bay and Whanganui to Taranaki), providing efficiencies through the supply chain. There are also significant movements of dairy product along this

¹² Refer <http://business.taranaki.info/content.php/page/the-road-ahead-economic-development-report-into-sh3-north>.

corridor, particularly via rail. Milk is conveyed from the processing facilities at Oringi and Longburn to the Whareroa plant in Hāwera.

There is also a large West-East counter flow from Taranaki, particularly export goods to other North Island ports, with strong volumes through Port of Napier. Other movement of cargo to Taranaki depends on the inter-regional transport network, frequency of shipping services and the relative competitive position between Port Taranaki and CentrePort, Port of Tauranga and Ports of Auckland.

Coastal transport services – both north and south

Inter-regional domestic freight carried by coastal shipping has the potential to increase freight through Port Taranaki. Port Taranaki has investigated opportunities for allowing ro-ro (roll-on/roll-off) ships to berth at Port Taranaki, hence allowing for the carriage of truck and trailer units/containers between New Plymouth and Nelson. If this was to eventuate, it would trigger an increased use of rail freight, along with an increase in heavy goods vehicles travelling along State Highway north of New Plymouth to Hamilton and Auckland.

A new container service between New Plymouth and the top of the South Island would offer resilience, with the current route's vulnerability exposed by the Kaikoura earthquake related damage to CentrePort and the road and rail network around Kaikoura. The inconsistent/unreliable nature of the current service provided by KiwiRail interisland ferries supports an alternate freight route between New Plymouth and the top of the South Island.

Coastal shipping is a potential factor going forward. A focus on coastal shipping could reduce the carbon footprint of heavy transport and features in the recommendations from the Climate Change Commission to the New Zealand government.



2.6 Overview of issues and challenges

Taranaki is generally well connected and serviced from a roading infrastructural perspective relative to its size and population. However, there are transport infrastructure issues that require ongoing attention if Taranaki is to meet its current and anticipated growth and development needs, and to continue to contribute to national growth and productivity.

Issues and challenges for land transport in Taranaki can be summarised as how to best go about –

1. Ensuring a regionally and nationally **integrated transport network**
2. **Facilitating growth and economic development**
3. Reducing the **safety** risk on Taranaki's transport network
4. Maintaining and improving **accessibility and travel options** throughout the region
5. Ensuring **network resilience and responsiveness** in the context of internal and external pressures
6. Reducing negative **environmental and community impacts** arising from transport and providing opportunities to reduce emissions.

These key **issues and challenges** are detailed in section 3.4.

The key underpinning constraint to maintaining and enhancing land transport infrastructure and opportunities in the Taranaki region is **finite resources**. Therefore, addressing these issues is subject to an environment of constrained funding and affordability, yet rising costs. It is important to note that affordability and value for money is a key consideration for every transport investment decision.

An **intervention hierarchy** is applicable to all steps in the planning and investment process for NLTFund investments. In practice, that means that alternative and option selection should start with lowest cost alternatives and options, including making best use of existing transport capacity, before considering higher cost alternatives and options. Figure 13 is an example of an intervention hierarchy for NLTFund investments.

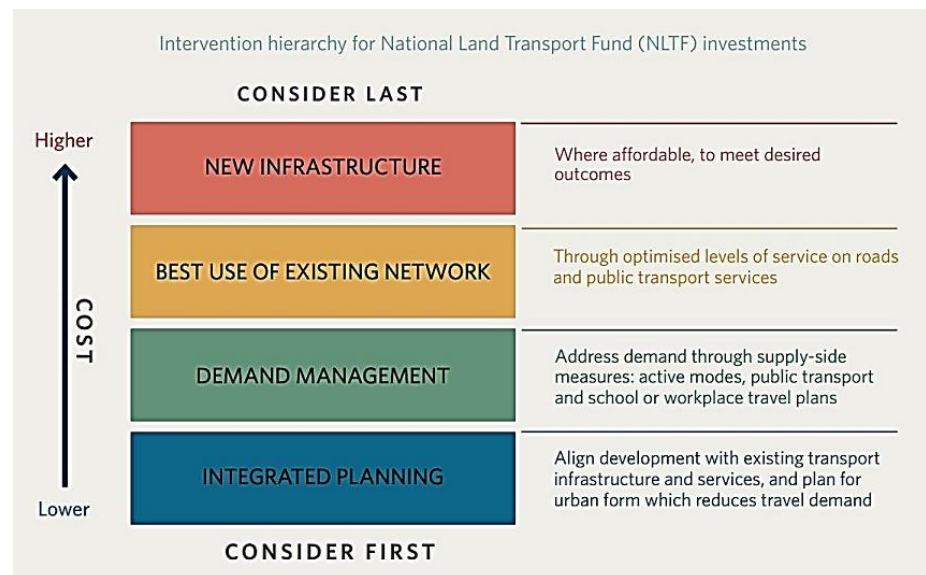
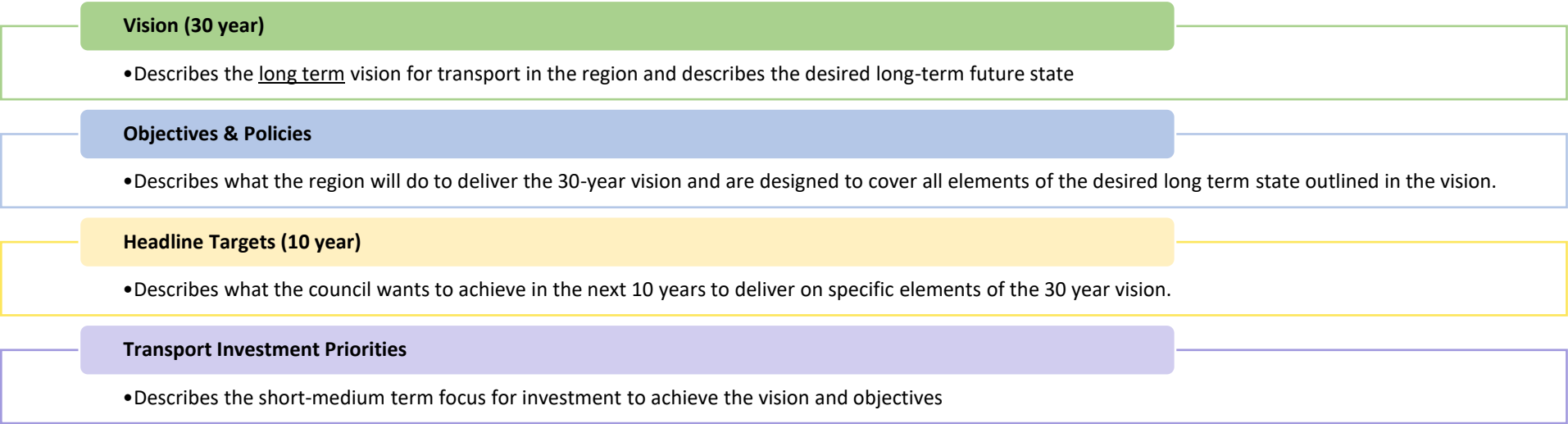


Figure 14: Intervention hierarchy for NLTFund investments (Waka Kotahi)

3. STRATEGIC FRAMEWORK

The LTMA seeks an effective, efficient, and safe land transport system. This section sets out the region’s strategic framework for delivering on the Plan’s purpose, including outcomes sought, a vision, objectives, targets and policies. Outcomes have been derived from the Ministry of Transport’s outcomes framework¹³ (refer section 3.1 below) and guide the setting of the region’s own vision (refer section 3.2 below) and objectives (refer section 3.3 below) for transport.

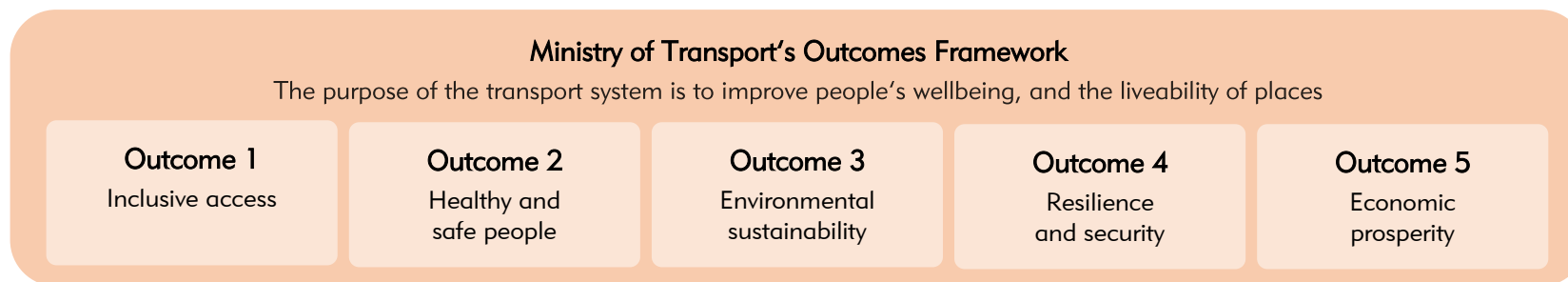
The diagram below shows how each sections 3 and 4 tie together to form the strategic framework and action change for the region:



¹³ Refer Section 3.3 for more detail

3.1 National outcomes sought

The Ministry of Transport's *Outcomes Framework 2018* provides the overarching national direction for transport, including the high-level outcomes that this Plan seeks. The outcomes, shown below, are the manifestation of the future state that is envisioned in the Plan. Further detail is outlined in Appendix II including Figure 16.



3.2 Plan's 30-year vision

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

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

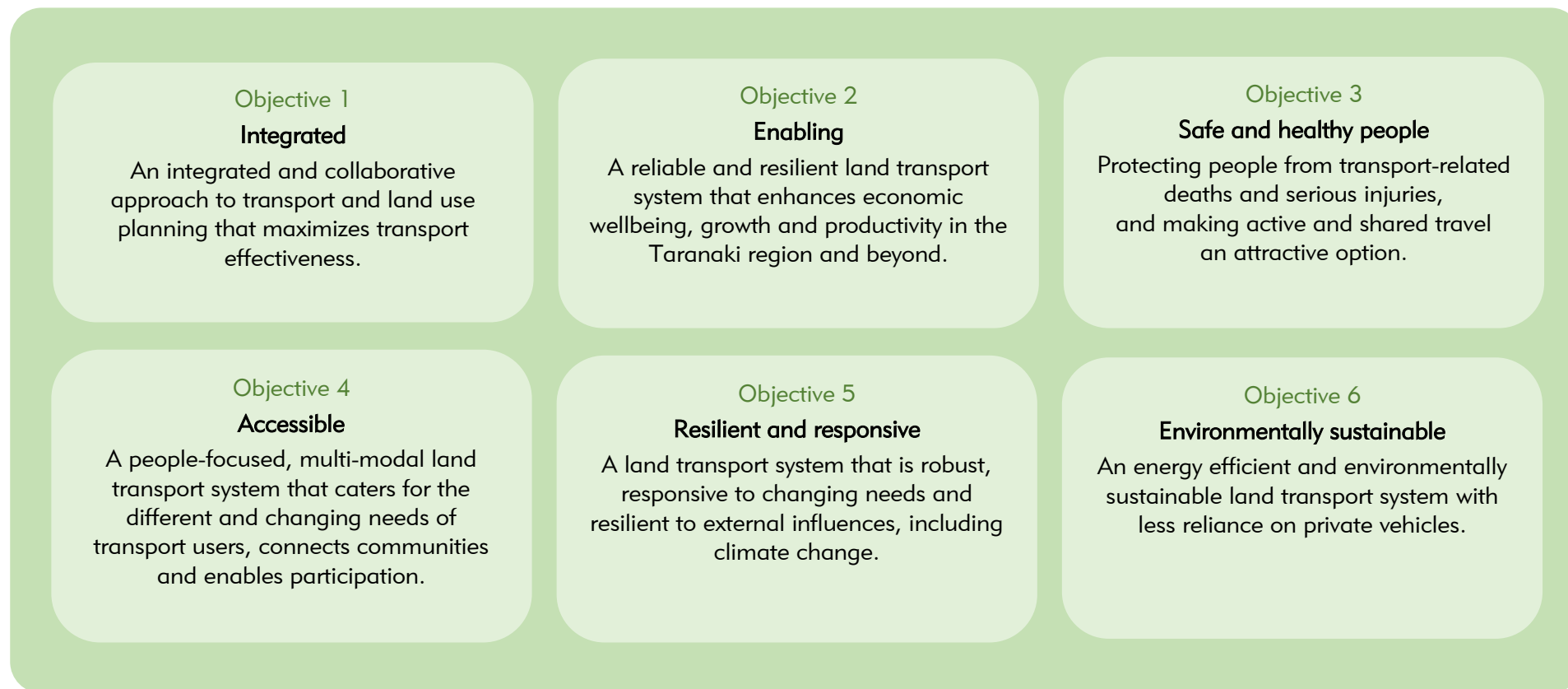
Explanation

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

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

3.3 Objectives and targets

The six **strategic objectives for this Plan**¹⁴ to deliver its vision are —



¹⁴ 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 —

Improving safety

A 40% reduction in deaths and serious injuries

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

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

Increasing mode shift

At least a doubling of trips made by walking, cycling and public transport throughout the region by 2034*

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

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

* from 2023/24 baselines

Improving reliable connectivity

Less travel disruption for road traffic

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

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

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.¹⁵

¹⁵ 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.

3.4 Policies and measures for each issue/objective

This section outlines each of the key issues for land transport in Taranaki (first noted in section 2.6), with a corresponding objective, then policies and measures (methods) to achieve the objective.

The policy codes given are used to reference these against activities 'programmed' in Section 5. The policy framework (i.e. the relationship between the issues, objectives and policies) is summarised below in Table 3 and more fully in **Appendix V**.

Table 3: Policy framework summary for Taranaki RLTP 2024

	Issues	Objectives	Ref.	Policies
1	Ensuring a regionally and nationally integrated transport network	Integrated – An integrated and collaborative approach to transport and land use planning that maximizes transport effectiveness.	I1	Take a one network approach to managing the transport system.
			I2	Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner
			I3	Ensure land transport network standards are developed to meet ONF requirements and support land use change.
2	Facilitating sustainably and fiscally responsible economic development	Enabling – A reliable and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.	G1	Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.
			G2	Focus on effective, efficient and reliable strategic road and rail corridors, particularly between inter-regional ports.
			G3	Ensure those roads in the region serving tourism and the productive sector are fit for purpose.
			G4	Protect and promote the existing rail corridors.
3	Reducing the safety risk on Taranaki's transport network	Safe and healthy people – Protecting people from transport-related deaths and serious injuries, and making active and shared travel an attractive option.	S1	Promote infrastructure and safety improvements on strategic corridors.
			S2	Reduce risk on high risk rural roads, intersections and urban areas with a particular focus on vulnerable road users.
			S3	Support the aims of the <i>National Road Safety Strategy</i> and Roadsafe Taranaki.
4	Maintaining and improving accessibility and travel options throughout the region	Accessible – A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.	A1	Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services.
			A2	Optimise existing capacity in the transport network through travel demand management measures and improved use of technology.
			A3	Ensure a range of travel options, including alternatives to the private motor vehicle, are available to the region's residents, including the transport disadvantaged.
5	Ensuring network resilience and responsiveness to internal and external pressures, including climate change	Resilient and responsive – A land transport system that is robust, responsive to changing needs and resilient to external influences, including climate change.	R1	Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change.
			R2	Protect routes with lifeline functions.
6	Reducing negative environmental and community impacts arising from transport and providing opportunities to reduce emissions	Environmentally sustainable – An energy efficient and environmentally sustainable land transport system with less reliance on private vehicles.	E1	Encourage and develop active and shared transport choices that reduce vehicle kilometres travelled, promote energy efficiencies and public health.
			E2	Develop an effective and efficient public transport service to support the mass movement of people, and invest in public transport infrastructure.
			E3	Ensure the development and maintenance of transport infrastructure is undertaken in a manner that minimises adverse environmental impacts.
			E4	Encourage and develop transport infrastructure and alternative technology that minimises carbon emissions (e.g. electric vehicle infrastructure).

Issue 1 – Ensuring a regionally and nationally integrated transport network

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

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

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

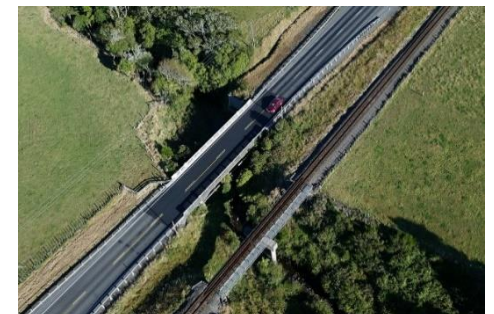
Given the different roles and responsibilities of key players, strong planning, advocacy and liaison is necessary to co-ordinate and address the region's transport objectives, targets and priorities. Strong advocacy and liaison is also required to address strategic corridors and cross boundary matters.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

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

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

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

An important aspect of maintaining and improving network efficiency relies on recognition of a hierarchy or classification of roads and infrastructure based on the function they perform, and subsequently by maintaining levels of services that are appropriate and fit-for-purpose to that hierarchy or classification. Implementing fit-for-purpose customer LOS throughout the region as per the national roading classification system the One Network Framework (ONF) is aimed to assist Approved Organisations to maximise the value of their existing investments. It must be recognised however, that this implementation may well result in a reduction in existing LOS for some parts of the network or rebalancing of modal priority – with corresponding challenges for those negatively impacted on by these investment decisions.



➤ Objective 1 – Integrated

An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness

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



Issue 2 – Facilitating sustainably and fiscally responsible economic development

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

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

Taranaki may also become a key freight access point through the development of a 'Coastal Blue Highway' proposal which could see an expanded coastal shipping service along the coast of New Zealand and between the South and North Islands. An 'East-West' corridor to Port Taranaki could also contribute to economic growth and productivity. This would be a multi-modal (road and rail) transport corridor that moves goods from the main production regions of the central North Island to Port Taranaki, and from there to the South Island and/or markets in Australia and Asia. This link would also vastly improve resilience, both for freight and people movement, in a large-scale emergency event such as volcanic eruption or another major earthquake. In the event that coastal shipping grows this could trigger an increase in the use of rail freight, along with an increase in heavy goods vehicles travelling along our state highways to access Port Taranaki and support the service. Should New Zealand move ahead with the development of offshore renewable energy, Port Taranaki is ideally situated to support this new industry. It will require significant investment in Port infrastructure (wharf strengthening, development of quayside laydown areas, development of hinterland laydown areas, and procurement of heavy lift capability). Should offshore wind projects develop to the extent that they are able to power new industry then Taranaki could benefit from "Power to X" opportunities converting electrons into other forms of green renewable energy e.g. green methanol, green hydrogen, or green ammonia for national and international markets.

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

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



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

The condition of the region's primary roading network (including state highways and key local roads) is inconsistent, and in some parts poor, resulting in declining outcomes (increased operating costs and delays) for inter and intra regional travel and freight, as well as declining safety for all road users.¹⁶

The ageing population and higher proportion of residents on fixed incomes is likely to put pressure on the region's ability to maintain existing networks, fund new infrastructure, and provide appropriate services. Climate change will make this even harder due to rising costs. There is a greater need than ever to progress transport outcomes in a more efficient and cost-effective way, including through: focusing on small-scale projects and getting more from existing infrastructure; reallocating existing road space and making temporary or low-cost improvements; influencing travel behaviour and growth patterns.¹⁷

Taranaki experienced 7.3% population growth over the census period (2003–2018), with New Plymouth experiencing the most marked growth. Overall, as shown in Table 1 in Section 2.3, the region is experiencing has been experiencing stable population growth in recent years, and maintaining its proportion of around 2.5% of the country's overall population. The region as a whole is also seeing solid recovery in tourism growth following the COVID-19 pandemic, which compounds growth issues,

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



¹⁶ Problem Statement 3 developed through ILM process – refer Appendix VI

¹⁷ Waka Kotahi Arataki – March 2023

➤ **Objective 2 – Enabling:**

A reliable and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.

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

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 users¹⁸ 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.



¹⁸ 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"> ▪ 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.
S2	Reduce risk on high risk rural roads, intersections and urban areas with a particular focus on vulnerable road users. ¹⁹	<ul style="list-style-type: none"> ▪ RCAs addressing safety issues at intersections and crossings. ▪ RCAs increasing provision of passing opportunities, roundabouts, separated active mode infrastructure and other safety design features. ▪ RCAs identifying and addressing potential or actual risks to vulnerable road users due to heavy traffic, speed differential, or road layout or design – including by reallocation of road space. ▪ RTC supporting mode shift to public transport in recognition of it being a safe mode of transport. ▪ RCAs adopting appropriate design to encourage safe walking and cycling, particularly in association with major road and bridge improvement projects.
S3	Support the aims of the <i>National Road Safety Strategy</i> and Roadsafes Taranaki.	<ul style="list-style-type: none"> ▪ RTC actively encouraging a culture of safe road use in Taranaki. ▪ RTC supporting the efforts of Roadsafes Taranaki and promoting road safety programmes, particularly locally led prevention programmes such as the Taranaki Road Safety Workplace Charter. ▪ RCAs and the NZ Police using enforcement, education and signage to promote safe sharing behaviours between differing transport modes. ▪ 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. ▪ RTC supporting efforts to achieve the <i>Road to Zero</i> road safety targets of a 40% reduction in fatalities by 2030. ▪ RCAs ensuring that where promoted tourist and recreational cycle routes are wholly or partly on the roading network such roads are safe to be shared. ▪ RTC encouraging consideration of off-road cycling and walking opportunities, particularly in association with substantial state highway improvements.

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



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

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

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

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

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

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

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

➤ **Objective 4 – Accessible:**

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

Ref.	Policies to achieve this objective	Measures (methods)
A1	Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services.	<ul style="list-style-type: none"> ▪ RTC ensuring that opportunities for access to health, education, employment and leisure activities are catered for, and integrated. ▪ RTC promoting the development of secure, reliable and efficient land transport infrastructure to provide access to vital services and facilities, including those for public health. ▪ RTC promoting the use of travel demand management tools to make better use of existing transport capacity. ▪ RCAs and TRC developing opportunities for greater travel choice in the region and a range of alternatives to the private motor vehicle.
A2	Optimise existing capacity in the transport network through travel demand management measures and improved use of technology.	<ul style="list-style-type: none"> ▪ RCAs and TRC providing for the needs of all users (particularly the elderly, young, or those with impairments) when developing new public transport initiatives, walking and cycling infrastructure and roading infrastructure. ▪ RCAs and TRC providing multi-modal travel choices for our communities in a well-integrated manner in order to ensure appropriate access, connectivity and resilience — and working towards establishing multi-modal transport hubs at key locations. ▪ Waka Kotahi and TRC providing effective and reliable public transport services in the region, which meet the needs of the transport disadvantaged and helps to reduce inequity. ▪ TRC identifying and addressing inequities in access to public health services and facilities, employment or social services, and therefore social interaction.



<p>A3 Ensure a range of travel options, including alternatives to the private motor vehicle, are available to the region's residents, including the transport disadvantaged²⁰.</p>	<ul style="list-style-type: none"> ▪ TRC investigating and trialling increasing the level of public transport provision in the region. ▪ TRC and RCAs providing for daily commuter movement between north and south Taranaki to access employment or education opportunities, including park-and-ride facilities to support the use of carpools, vanpools and public transport. ▪ TRC enhancing provision of the 'Connector' Hāwera to New Plymouth regional daily bus service connecting north and south Taranaki. ▪ RCAs working collaboratively with TRC to ensure an integrated approach for successful public transport provision (e.g. RCAs using the tools they have such as parking measures and service infrastructure to encourage greater use of public transport). ▪ RCAs providing safe walking/cycling infrastructure and services, which minimise conflicts between traffic types – including physical separation measures where possible. ▪ RTC promoting active modes of transport (e.g. walking and cycling) and hence increased opportunities for physical activity and social interaction. ▪ RTC supporting the <i>Let's Go</i> programme aims of enabling, educating and encouraging people to make the shift from cars to walking and cycling. ▪ RCAs providing safe alternative access for pedestrians when road works are occurring (including wheelchairs/mobility scooters/pushchairs where practicable). ▪ RTC encouraging accessibility audits, where appropriate, to research the needs of children and those in the disability community to get user input into design and improvements. ▪ RTC, with affected stakeholders, advocating to central government and supporting KiwiRail to undertake a feasibility study on the future of passenger rail in Taranaki.
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²⁰ 'transport disadvantaged' is defined in the LTMA as people who the regional council has reasonable grounds to believe are the least able to travel to basic community activities and services (for example, work, education, health care, welfare and shopping)

Issue 5 – Ensuring network resilience²¹ and responsiveness to internal and external pressures, including climate change

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

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

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

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

The ability to respond to growth or climate change pressures is far slower than the growth and resulting issues created. Flexibility is needed (lead versus lag



²¹ Resilience, in the land transport context, is defined by Waka Kotahi in the 2018 Resilience Framework as: ***“The transport system’s ability to enable communities to withstand and absorb impacts of unplanned disruptive events, perform effectively during disruptions, and respond and recover functionality quickly.”*** The framework goes on to note that [Resilience] requires minimising and managing the consequences of small-scale and largescale, frequent and infrequent, sudden and slow-onset disruptive events, caused by natural and manmade disasters

infrastructure) to respond more quickly and to predict issues – yet funding is difficult to access until problems are already evident.

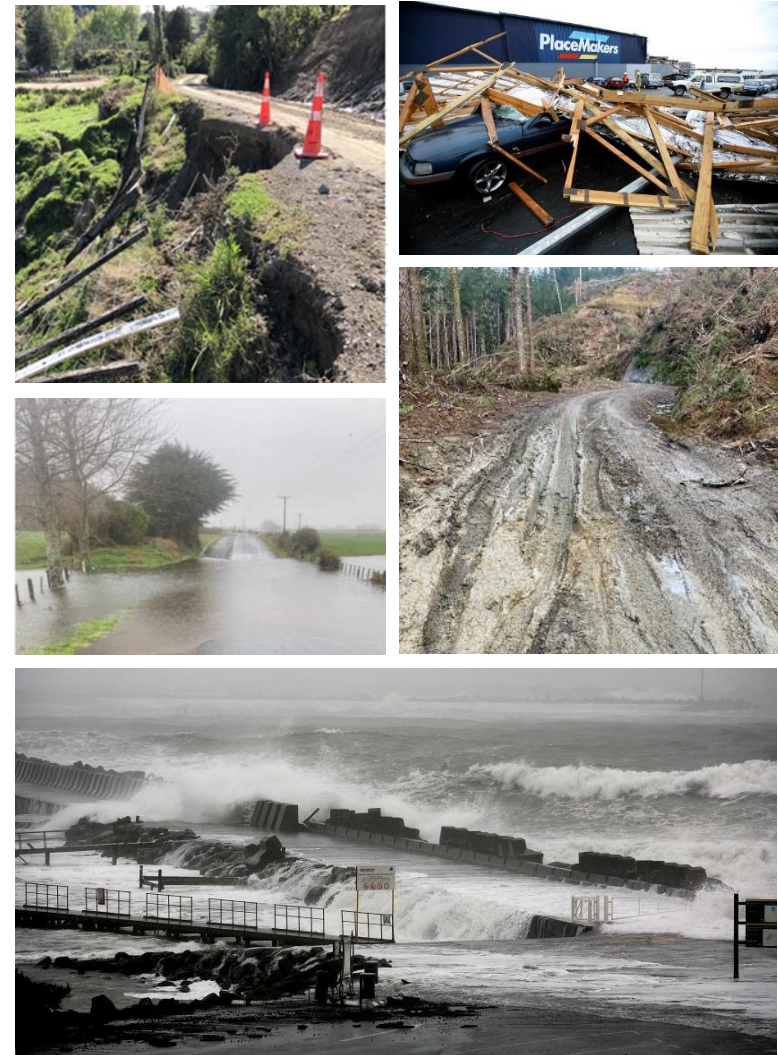
The local roading network is being used by vehicles of a size and weight for which it was never designed. This is particularly an issue where forestry is being harvested throughout the eastern hill country (refer to Figure 8 in section 2.2), with **forestry traffic** causing substantial damage to roading infrastructure. The intensity (concentrated window) of forestry operation traffic movements are the key issue involved, compounded by the roading rates that are paid on the forestry property being insufficient to meet the damage caused. This results in the costs being largely borne by residents through rates rather than those benefiting from the harvesting.

The costs of maintaining appropriate access for residents on roads being impacted by logging traffic is increasingly unachievable within the budget constraints of local councils. Additionally, the sheer volume of logging trucks on all roads (state highways and local roads) is of increasing community concern, with community feedback consistently expressing a desire for logs to be transported by rail rather than road wherever feasible.

Post-harvesting land care and appropriate management of slash (tree waste left behind after plantation forestry activities) is another important aspect of commercial forestry within the region that can have significant impacts on transport networks.

History is catching up on **ageing roading infrastructure** throughout the region which is reaching the end of its life, either naturally or hastened by vehicles it was never designed for. There are a large number of bridges, retaining walls and culverts that will need costly replacement within the next few years²². These costs are exacerbated by requirements of other national policy statements e.g. freshwater objectives. There are also some local bridges which are considered uneconomic and therefore not co-fundable by local councils into the future.

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



²² Details can be found in the relevant Asset Management Plans for each road controlling authority.

➤ **Objective 5 – Resilient and responsive:**

A land transport system that is robust, responsive to changing needs and resilient to external influences, including climate change.

Ref.	Policies to achieve this objective	Measures (methods)
R1	Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change.	<ul style="list-style-type: none"> ▪ RCAs identifying potential network resilience issues and taking steps to remedy these, including consideration of alternative routes within the network. ▪ RCAs ensuring that roading structures carrying key lifeline utilities are reliable, particularly bridges. ▪ RCAs, their contractors, and the NZ Police ensuring appropriate transport incident management processes are in place. ▪ RCAs supporting the Taranaki Lifelines Advisory Group in identifying key regional infrastructure vulnerabilities and preparing for any infrastructure outage incidents.
R2	Protect routes with lifeline functions.	<ul style="list-style-type: none"> ▪ RCAs reducing infrastructure outage risks and minimising restoration time when outages occur, including by securing suitable alternative routes where possible. ▪ NZTA reducing the impacts of SH3 outages by providing detours that are fit for purpose for the variety of vehicle types, including heavy vehicles, and can support traffic flow in both directions. ▪ RTC promoting the retention and maintenance of the SOL railway line to enable future opportunities to be realised. ▪ RTC supporting initiatives that provide greater flexibility to address emerging issues in a proactive way. ▪ RCAs addressing the access needs of emergency services both day to day and in a wider emergency as part of any road building and maintenance works.





Issue 6 – Reducing negative environmental and community impacts arising from transport and providing opportunities to reduce emissions

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

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

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

While the biggest mode shift is naturally expected in large cities (which can leverage scale and population density), all communities and employers have a role to play in reducing vehicle kilometres travelled (VKT) where they can. The network is built and operated favouring cars and when coupled with limited alternative options results in low levels of public transport, active modes and rail use. The key focus area for councils in Taranaki is supporting people to walk, cycle and use public transport to **reduce reliance on cars** – a challenge when the current network is built and operated favouring cars²³.

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

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

²³ ILM Problem Statement 1 and 2 – refer Appendix VI



Decarbonising freight movement, and ensuring the efficient movement of freight, including realising opportunities for freight mode shift to rail and coastal shipping (where appropriate), is critical to achieving our emission reduction targets, but also has many potential broader benefits for New Zealand. These include potential cost savings for freight operators (reduced labour, fuel costs), reduced road maintenance costs for councils, greater redundancy in local and national supply chains and more resilience to disruption to name just a few.

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



➤ **Objective 6 – Environmentally sustainable:**

An energy efficient and environmentally sustainable land transport system with less reliance on private vehicles

Ref.	Policies to achieve this objective	Measures (methods)
E1	Encourage and develop active ²⁴ and shared ²⁵ transport choices that reduce vehicle kilometres travelled, promote energy efficiencies and public health.	<ul style="list-style-type: none"> ▪ RTC promoting energy efficiency, particularly via the promotion of low to zero-carbon modes of transport and fuels. ▪ RTC supporting land transport initiatives, projects or activities that reduce greenhouse gas emissions arising from the land transport network, such as walking, cycling and public transport or enhanced network efficiency. ▪ RTC encouraging and supporting more energy efficient transport modes such as walking, cycling, public transport services and increased vehicle occupancy.
E2	Develop an effective and efficient public transport service to support the mass movement of people, and invest in public transport infrastructure.	<ul style="list-style-type: none"> ▪ TRC and RCAs encouraging mitigation of adverse environmental effects associated with transport, including emissions to air, noise and vibrations and the discharge of water pollutants from road runoff. ▪ District councils ensuring well-functioning urban environments are developed which support integrated transport solutions and emission reduction.
E3	Ensure the development and maintenance of transport infrastructure is undertaken in a manner that minimises adverse environmental impacts.	<ul style="list-style-type: none"> ▪ RCAs ongoing consideration of possible heavy vehicle bypass routes of residential/commercial areas where appropriate. ▪ RCAs maximizing network efficiency on the roading network, including through travel demand management practices. ▪ RTC promoting and supporting the <i>Taranaki 2050</i> work towards a low-emissions future for Taranaki, including advocating for central and local government investment in the region that supports the use of low emission transport modes, shared and active transport modes, and the use of rail to reduce traffic congestion (and carbon emissions) associated with our roads.
E4	Encourage and develop transport infrastructure and alternative technology that minimises carbon emissions (e.g. electric vehicle infrastructure).	<ul style="list-style-type: none"> ▪ RTC promoting and supporting land use and transport planning initiatives, along with workplace practices, that reduce the need to travel or which enhance network efficiency. ▪ RTC encouraging increasing the share of freight moved by rail and coastal shipping to reduce transport emissions. ▪ RTC advocating for an improved regional network of low-emission supporting infrastructure to enable greater low-emission usage. ▪ TRC increasing provision of bus services within and between urban areas so that public transport is a viable alternative to private car reliance for many trips. ▪ TRC investigating and supporting community transport initiatives throughout the region where traditional fixed route bus services are not suitable.

²⁴ 'active travel' refers to making journeys in physically active ways - like walking, wheeling (using a wheelchair or mobility aid), cycling, or scootering.

²⁵ 'shared travel' refers to journeys where multiple people use the same vehicle – like public bus transport or carpooling.

4. TRANSPORT INVESTMENT PRIORITIES

4.1 Our focus over the next ten years

Our 30-year vision sets an ambitious future state for the Taranaki region. This section sets out the Plan's transport investment priorities in the short term (2024 to 2033) to help address the region's most urgent and significant land transport problems.²⁶

The key problems we need to address within the next ten years are:

- The network is built and operated favouring cars and when coupled with limited alternative options results in low levels of public transport, active modes and rail use.
- Dispersed urban development with limited access to local amenities, services and schools resulting in high car dependency, compounding inequitable access for lower socio-economic communities.
- The condition of the region's primary roading network (including state highways and key local roads) is inconsistent, and in some parts poor, resulting in declining outcomes (increased operating costs and delays) for inter and intra regional travel and freight, as well as declining safety for all roads users.

Note that the strategic direction is intended to describe a high level direction for Taranaki's land transport system. It is not intended to imply a required level of transport activity and therefore an associated level of transport funding during the Plan period.

The benefits of addressing these problems are:

- Improved community access to travel options and reduced greenhouse gas emissions.
- Improved safety outcomes and perceptions of safety and security.
- Increase mode shift away from private vehicle use.
- Improve regional connectivity and multi-modal options for all users.
- Improve primary roading network safety, connectivity and efficiency.
- Improve network resilience and reliability.

In response to these problems and investment benefits, ten-year transport investment priorities have been determined as detailed in Section 4.2, with a strategic alignment overview provided in Section 4.3, including alignment with the RLTP Strategic objectives.

²⁶ These problem and benefits statements were determined through a collaborative Investment Logic Mapping (ILM) process (also shown schematically in **Appendix VI**).

4.2 Transport priorities

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

Table 4: Taranaki's transport investment priorities for 2024 to 2034

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

4.3 Strategic alignment

Table 5 below outlines how each investment priority aligns with the outcomes in the Ministry of Transport Outcomes Framework, the priorities identified in the *Government Policy Statement on Land Transport*²⁷, and the strategic objectives of this Plan. Collectively, the priorities align with all the outcomes, priorities and objectives in these documents.

Table 5: Strategic alignment of Plan's ten-year investment priorities

Taranaki’s ten-year (2024-2034) investment priorities for the Plan	MOT Outcomes					GPS 2021 Priorities				RLTP Objectives						RLTP Targets		
	Inclusive access	Healthy and safe people	Environmental sustainability	Resilience and security	Economic prosperity	Safety	Better travel options	Improving freight connections	Climate change	Integrated	Enabling	Safe and healthy people	Accessible	Resilient and responsive	Environmentally sustainable	Improving safety	Increasing mode shift	Improving reliable connectivity
IP1 (Safety) – Improve safety at high-risk locations and on high-risk roads.		✓				✓						✓				✓		
IP2 (Resilience & reliability) – Improve resilience and reliable connectivity of the transport network, with a focus on targeted maintenance, ageing infrastructure and the impacts of logging traffic.				✓	✓			✓			✓			✓				✓
IP3 (Choices) – Make walking, cycling and public transport a safe and attractive choice for more trips throughout the region.	✓	✓	✓			✓	✓		✓	✓		✓	✓		✓	✓	✓	
IP4 (Access) – Improve multi-modal access to key regional destinations, including the port, airport and hospitals, for people and freight.	✓				✓													✓
IP5 (Decarbonise) – Promote sustainable growth that recognises environmental aspirations and supports a less carbon intensive transport network.		✓					✓		✓	✓					✓		✓	

²⁷ GPS 2021 is used due to GPS 2024 not being available at the time of preparing the Plan.

5. PROGRAMMING OF ACTIVITIES

This section outlines the land transport activities being proposed for funding during the next six years – the regional ‘programme’ of activities. The activities are provided in tables within this section as follows:

Activity classification within the Plan	Location in Plan
Proposed ‘business as usual’ activities	Section 5.1, Table 6
Major works in progress from previous Plan	Section 5.2, Table 7
Proposed ‘regionally significant’ activities	Section 5.3, Table 8
Activities of inter-regional significance	Section 5.4 – list
Activities proposed to be varied, suspended or abandoned	Section 5.5 – none
Activities for future consideration – on the horizon outline	Section 5.6 - outline Appendix IV – Table 13

Proposed activities are divided into two main categories in accordance with the policy that the Committee adopted for this purpose (refer to Section 7.4):

- **Proposed ‘business as usual’ activities**
These activities were included automatically in the Plan without being prioritised by the Committee. These activities are considered a continuation of the yearly programme of work and therefore more status quo in nature. They would default to the highest possible priority as they endeavour to maintain the region’s base land transport assets and services. These activities are outlined in Table 6, Section 5.1.
- **Proposed ‘regionally significant’ activities**
These activities were determined by the Committee to be of regional significance and therefore required to be prioritised (ranked) for funding. This ranking is used to influence what activities should be implemented with the funding available nationally and when they are to be implemented. These activities are outlined in Table 6, Section 6.3.

Also outlined are:

- **Major works that are still in progress** from the previous 2021 Plan.
- **Activities on the horizon** that have not been proposed by the relevant organisation during the period of the Plan, but that remain important to be addressed in future.

Tables 6, 7 and 8 provide a summarised list of the activities. If greater detail on a specific activity is required, it can be sought from the organisation responsible for the project either directly or through their LTP or Waka Kotahi’s equivalent, the Transport Agency Investment Proposal (TAIP). All details are subject to change following LTP and TAIP processes.

Notes when reading tables:

Funding sources – refer to Section 6.1 for an explanation of the different funding sources of Local (L) Funds, National (N) Funds, Crown (C) Funds.

FAR from NLTF – the Funding Assistance Rate (FAR) contribution from the NLTFund as a proportion of cost.

Contribution to regional policies – refer to Table 3 Policy Framework Summary or Appendix V for an explanation of the abbreviations used in this column, or Section 3.4 Policies and measures (methods) for more detail.

Draft bid figures – The details of activities within the draft Plan are those as provided by each organisation for the consultation draft **as at 19 January 2024**, with the exception of necessary updates made in response to the changing GPS. The responsibility for the correctness of the information, including those relating to the cost estimates, remains with them. These figures show **bids** for national funding, not approved amounts. The figures are the best efforts at the time of preparing the Plan document and TIO should be referred to for the latest information.

5.1 Proposed 'business as usual' activities

Table 6 outlines the activities proposed for inclusion in the Plan that are classed as **'business as usual' activities** – as per the Plan's Significance Policy.

These activities are considered a continuation of the yearly programme of work and therefore more *status quo* in nature. As such they are automatically

included in the Plan and not subject to regional prioritisation – they would default to the highest possible priority as they endeavour to maintain the region's base land transport assets and services.

These activities generally run for the full duration of the Plan, with the exception of some of the Transport Planning work which is project specific.

Table 6: Proposed 'business as usual' activities in the Taranaki region

Org.	Activity name	Phase	Activity Class	Expected start & duration (months)	Total cost estimate (\$)				Expected funding sources	FAR from NLTF	Requested NLTFund share (over 3 year RLTP)	Contribution to regional policies
					NLTP 2024-27			3 year RLTP				
					2024/25	2025/26	2026/27					
Department of Conservation (Taranaki)												
DOC	Maintenance, Operations and Renewals Programme 2024-27	Local Roads	8 - Local road maintenance	Jul2024 (36)	7,951	35,379	35,542	\$ 78,872	N (51%) & C	51%	\$ 40,225	A1, R1, E1
New Plymouth District Council												
NPDC	Maintenance, Operations and Renewals Programme 2024-27	Local Roads	8 - Local road maintenance	Jul2024 (36)	33,597,251	40,104,206	40,525,113	\$ 114,226,570	N (51%) & L	51%	\$ 58,255,551	I1, R1, E3
NPDC	Low Cost Low Risk Improvements 2024-27	Local road improvements	12 - Local road improvements	Jul2024 (36)	6,101,222	4,783,000	6,933,000	\$ 17,817,222	N (51%) & L	51%	\$ 9,086,783	I2-3
NPDC	Road Safety Promotion	Implementation	23 - Road to Zero	Jul2024 (36)	904,926	904,926	904,926	\$ 2,714,778	N (51%) & L	51%	\$ 1,384,537	S1-3
NPDC	Low Cost Low Risk Improvements 2024-27	Walking & Cycling imprmts	3 - Walking and cycling improvements	Jul2024 (36)	4,130,000	4,000,000	1,350,000	\$ 9,480,000	N (51%) & L	51%	\$ 4,834,800	A1-3, E1
NPDC	Low Cost Low Risk Improvements 2024-27	Public transport services	4 - Public transport services	Jul2024 (36)	650,000	2,508,000	708,000	\$ 3,866,000	N (51%) & L	51%	\$ 1,971,660	A1-3, E2
NPDC	Airport Drive Improvements	Programme BC	1 - Investment mgmt & transport planning	Jul2024 (12)	1,475,000	-	-	\$ 1,475,000	N (51%) & L	51%	\$ 752,250	G2, S1
NPDC	District Wide One Network Framework assessment	Programme BC #	1 - Investment mgmt & transport planning	Jul2024 (36)	100,000	100,000	100,000	\$ 300,000	N (51%) & L	51%	\$ 153,000	I2-3, A3
NPDC	Inglewood village network assessment	Programme BC #	1 - Investment mgmt & transport planning	Jul2025 (12)	-	200,000	-	\$ 200,000	N (51%) & L	51%	\$ 102,000	A1, A3, I3

Org.	Activity name	Phase	Activity Class	Expected start & duration (months)	Total cost estimate (\$)				Expected funding sources	FAR from NLTF	Requested NLTFund share (over 3 year RLTP)	Contribution to regional policies
					NLTP 2024-27			3 year RLTP				
					2024/25	2025/26	2026/27					
New Plymouth District Council												
NPDC	New Plymouth East-West Ring-Route	Programme BC #	1 - Investment mgmt & transport planning	Jul2024 (48)	200,000	408,000	408,000	\$ 1,016,000	N (51%) & L	51%	\$ 518,160	G1-2, A1, R1
NPDC	New Plymouth network operating framework update	Programme BC #	1 - Investment mgmt & transport planning	Jul2025 (12)	-	150,000	-	\$ 150,000	N (51%) & L	51%	\$ 76,500	I1-3
NPDC	Parklands Road Extension, Bell Block / Puketapu	Programme BC #	1 - Investment mgmt & transport planning	Jul2024 (36)	50,000	250,000	100,000	\$ 400,000	N (51%) & L	51%	\$ 204,000	I3, G2, R1
NPDC	Public transport supporting infrastructure and services	Programme BC #	1 - Investment mgmt & transport planning	Jul2024 (36)	50,000	150,000	50,000	\$ 250,000	N (51%) & L	51%	\$ 127,500	E1-3, I2-3
South Taranaki District Council												
STDC	Activity Management Plan 2024-27	Improvement to existing AMP	1 - Investment mgmt & transport planning	Jul2024 (36)	50,000	51,500	53,045	\$ 154,545	N (65%) & L	65%	\$ 100,454	I1-I3
STDC	Low Cost Low Risk Improvements 2024-27	Local road improvements	12 - Local road improvements	Jul2024 (36)	3,453,616	4,155,000	4,167,000	\$ 11,775,616	N (65%) & L	65%	\$ 7,654,150	S1-S3, G1-G2
STDC	Low Cost Low Risk Improvements 2024-27	Walking & Cycling imprmts	3 - Walking and cycling improvements	Jul2024 (36)	2,050,530	2,038,967	2,031,325	\$ 6,120,822	N (65%) & L	65%	\$ 3,978,534	E1-E2, A3
STDC	Maintenance, Operations and Renewals Programme 2024-27	Local Roads	8 - Local road maintenance	Jul2024 (36)	19,948,160	20,588,394	21,185,485	\$ 61,722,039	N (65%) & L	65%	\$ 40,119,325	I1-I3, R1-R2, G1-G3
STDC	Road Safety Promotion 2024-27	Implementation	23 - Road to Zero	Jul2024 (36)	690,000	710,000	730,000	\$ 2,130,000	N (65%) & L	65%	\$ 1,384,500	S3
Stratford District Council												
SDC	Low Cost Low Risk Improvements 2024-27	Local road improvements	12 - Local road improvements	Jul2024 (36)	2,670,000	1,620,000	2,220,000	\$ 6,510,000	N (63%) & L	63%	\$ 4,101,300	S1-S3
SDC	Low Cost Low Risk Improvements 2024-27	Walking & Cycling imprmts	3 - Walking and cycling improvements	Jul2024 (36)	400,000	400,000	400,000	\$ 1,200,000	N (63%) & L	63%	\$ 756,000	A1-A3
SDC	Maintenance, Operations and Renewals Programme 2024-27	Local Roads	8 - Local road maintenance	Jul2024 (36)	8,345,000	8,762,300	9,200,400	\$ 26,307,700	N (63%) & L	63%	\$ 16,573,851	R1-R2

Org.	Activity name	Phase	Activity Class	Expected start & duration (months)	Total cost estimate (\$)				Expected funding sources	FAR from NLTF	Requested NLTFund share (over 3 year RLTP)	Contribution to regional policies
					NLTP 2024-27			3 year RLTP				
					2024/25	2025/26	2026/27					
Taranaki Regional Council												
TRC	Regional Land Transport Planning Management 2024-27	Implementation	1 - Investment mgmt & transport planning	Jul2024 (36)	50,000	125,000	250,000	\$ 425,000	N (51%) & L	51%	\$ 216,750	E1, A3, E3
TRC	Activity Management Plan 2024-27	Improvement to existing AMP	1 - Investment mgmt & transport planning	Jul2024 (36)	50,000	50,000	100,000	\$ 200,000	N (51%) & L	51%	\$ 102,000	A1, A3, E1, E2, E4
TRC	Low Cost Low Risk Improvements 2024-27	Public transport infrastructure	5 - Public transport infrastructure	Jul2024 (24)	150,000	150,000	-	\$ 300,000	N (51%) & L	51%	\$ 153,000	E3, E4
TRC	National Ticketing Solution	Implementation	5 - Public transport infrastructure	Jul2025 (12)	-	250,000	-	\$ 250,000	N (51%) & L	51%	\$ 127,500	E2, A2
TRC	Public Transport Programme 2024-27 (MO&R)	Operations	5 - Public transport infrastructure	Jul2024 (36)	335,000	345,000	350,000	\$ 1,030,000	N (51%) & L	51%	\$ 525,300	A1, E3
TRC	Public Transport Programme 2024-27 (Total Mobility)	Operations	4 - Public transport services	Jul2024 (36)	985,500	1,052,450	1,155,200	\$ 3,193,150	N (60%) & L	60%	\$ 1,915,890	I2, A1, A3
TRC	Public Transport Programme 2024-27 (Bus Services)	Operations	4 - Public transport services	Jul2024 (36)	5,140,000	5,320,000	5,580,000	\$ 16,040,000	N (51%) & L	51%	\$ 8,180,400	A1, A3, E1, E2, E4
TRC	Public Transport Programme 2024-27 (Real time and ticketing)	Operations	4 - Public transport services	Jul2024 (36)	260,000	267,800	272,500	\$ 800,300	N (51%) & L	51%	\$ 408,153	E2, A2
TRC	Low Cost Low Risk Improvements 2024-27	Public transport services	4 - Public transport services	Jul2024 (24)	200,000	200,000	-	\$ 400,000	N (51%) & L	51%	\$ 204,000	A1, A3, E1, E2, E4

Org.	Activity name	Phase	Activity Class	Expected start & duration (months)	Total cost estimate (\$)				Expected funding sources	FAR from NLTF	Requested NLTFund share (over 3 year RLTP)	Contribution to regional policies
					NLTP 2024-27			3 year RLTP				
					2024/25	2025/26	2026/27					
Waka Kotahi NZ Transport Agency (Taranaki Highways)												
NZTA	Low Cost Low Risk Improvements	State highway improvements	13 - State highway improvements	Jul2024 (36)	3,326,667	3,326,667	3,326,667	\$ 9,980,001	N (100%)	100%	\$ 9,980,001	S1, S2, S3
NZTA	Low Cost Low Risk Improvements	Public transport infrastructure	5 - Public transport infrastructure	Jul2024 (36)	490,000	490,000	490,000	\$ 1,470,000	N (100%)	100%	\$ 1,470,000	A1, A3, E2
NZTA	Low Cost Low Risk Improvements	Walking & Cycling imprmts	3 - Walking and cycling improvements	Jul2024 (36)	616,667	616,667	616,667	\$ 1,850,000	N (100%)	100%	\$ 1,850,000	A1, A3, E1
NZTA	Maintenance, Operations and Renewals Programme 2024-27	Implementation	9 - State highway maintenance	Jul2024 (36)	63,749,164	67,451,612	62,347,699	\$ 193,548,475	N (100%)	100%	\$ 193,548,475	R1, R2, E3, I3
NZTA	SH3 Mangapepeki No.2 Culvert End of Life Replacement	Implementation	13 - State highway improvements	Jul2024 (24)	1,526,000	3,052,000	-	\$ 4,578,000	N (100%)	100%	\$ 4,578,000	R1, R2, I3, A1, G2
NZTA	Taranaki Share VFM Safety Improvement Programme	Pre-implement.	13 - State highway improvements	Jul2024 (36)	224,541	299,387	224,541	\$ 748,469	N (100%)	100%	\$ 748,469	R1, R2, I3, A1, G2
NZTA	Road Safety Promotion 2024-27	Implementation	23 - Road to Zero	Jul2024 (36)	46,363	46,363	46,363	\$ 139,089	N (100%)	100%	\$ 139,089	S3
NZTA	Taranaki System Plan	Programme BC	1 - Investment mgmt & transport planning	Jul2025 (24)	-	327,000	654,000	\$ 981,000	N (100%)	100%	\$ 981,000	All
NZTA	Taranaki Share Digital Engineering / BIM	Detailed BC, Pre-impl. & Impl.	1 - Investment mgmt & transport planning	Jul2024 (108)	194,602	82,332	838,285	\$ 1,115,219	N (100%)	100%	\$ 1,115,219	I1, A2
NZTA	Taranaki Share Data Driven Struct Asset Mgmt	Implementation	1 - Investment mgmt & transport planning	Jul2024 (36)	156,355	245,722	44,683	\$ 446,760	N (100%)	100%	\$ 446,760	R2, I2, G3
NZTA	Taranaki Share Environmental	Programme BC	1 - Investment mgmt & transport planning	Jul2024 (36)	25,287	25,763	26,241	\$ 77,291	N (100%)	100%	\$ 77,291	E3

* These six Programme Business Cases are investigations resulting from the New Plymouth Integrated Transport Framework, that will identify future detailed projects for future RLTPs. As such, they also form part of the larger ITF project within Table 8.

5.2 Major works in progress from previous Plan

The following table outlines major projects already underway in the region that will be continuing into the 1 July 2024 start of the Plan. These are known as 'Committed' activities, as their funding has already been approved, they are now moving through the necessary phases to completion²⁸.

Table 7: 'Committed projects' – major works in progress

Org.	Project	Description	Phases still to be completed	Estimated project duration	Total cost (including pre-Jul2024)	Estimated remaining expenditure			Funding Source	Activity Class
						2024/25	2025/26	2026/27		
NZTA	SH3 Mt Messenger Bypass	Bypass of the existing winding road alignment at Mt Messenger on State Highway 3 between Hamilton and New Plymouth. Current highway alignment leads to issues with safety which creates resilience issues when the road is closed affecting predictable journeys.	Construction	Jul2021-Jun2027	\$280M*	\$45M	\$45M	\$49M	C & N	State highway improvements
NZTA	SH3/3A Waitara to Bell Block Route Improvements	A package of works to make the roads and roadsides safer and support growth in Waitara and Bell Block. High-risk intersections will be improved, some with roundabouts, and safety features such as median barrier, wide centrelines and road markings will be implemented.	Property & Implementation	Jul2021-Jun2026	\$100M	\$35M	\$30M	\$5M	N	Road to Zero
NPDC	Airport Drive Improvements	Local roading connections for the SH3 / De Havilland / Airport Drive intersection safety improvements. Realignment of local roads to better service New Plymouth Airport and Area Q housing development.	Implementation	Depends on NZTA's SH3 works	\$1.5M	-	\$1.5M	-	L & N	Local road improvements
NZTA	SH43 Forgotten World Highway - Tangarakau Gorge Seal Extension	Completing 12km of seal extension through the Tangarakau Gorge.	Pre-implementation & Implementation	Jul2018-Dec2024	\$25M	\$12M	-	-	C (PGF)	State highway improvements
NZTA	SH3 New Plymouth to Egmont Village	Corridor extends for approximately 9.7 km, linking the New Plymouth urban boundary with Egmont Village. This is a combination of speed management, centreline wire barrier/widening and intersection treatments at Mangorei Road (Roundabout) and Junction Road (channelization and intersection speed zone). Exact details will be confirmed through detailed design.	Implementation	Dec2020-Jun2024	\$20M	\$10M	-	-	N	State highway improvements
NZTA	SH3 New Plymouth to Hāwera, Inglewood SH3A to Hāwera section	Installation of flexible median barriers at sites between Inglewood and Hāwera from early 2024, plus turnaround facilities along SH3 and widening of the centreline of SH3A.	Pre-implementation, Implementation & Property	Jul2022-Jun2027	\$120M	\$15M	\$40M	\$40M	N	State highway improvements
NPDC	Coastal Pathway Extension - Waitara to Mangatī	Extension of the Coastal Pathway from Bell Block to Waitara for improved community wellbeing, safety and active mode share.	Pre-implementation, Implementation & Property	Jul2022-Jun2026	\$34.8M	\$9.6M	\$7.9M	\$6.4M	L & N	Walking & cycling improvements
NZTA	Crown Resilience Programme LCLR Taranaki	Crown allocation for proactive network resilience, targeting high priority risk sites to improve trip reliability and reduce the potential for future disruption and closure, or personal safety risk.	TBC - Implementation	Jul2023-Dec2025	\$1.8M	\$1.5M	-	-	C	State highway improvements

Note: There are two TRC projects listed in the TIO Committed Activities List (CERF Bus Driver T&Cs, Regional Consortium Interim Ticketing Solution). Neither of these is considered major enough to be included here.

* negotiations underway with Mount Messenger Alliance regarding increased cost

²⁸ Given the size and complexity of these projects, some of them have been broken down into a programme of smaller works which are then progressed through Waka Kotahi's funding approval process individually — for example the SH3 Waitara to Bell Block project where some aspects are Committed while others may still be seeking funding

5.3 Proposed 'regionally significant' improvement activities

Table 8 below, and continued over the page, outlines the improvement activities proposed for inclusion in the Plan that have been classed as 'regionally significant' based on the definition provided in Table 12. These are listed in the order of priority assigned by the Committee, with some projects given equal priority ranking.

Table 8: Regionally significant improvement activities proposed for funding

Org.	Activity name	Description	Activity class	Phase(s)	Expected start & duration (months)	Total cost estimate (\$)				Expected funding sources	Ten-year investment priority	Regional priority
						NLTP 2024-27			3 year RLTP			
						2024/25	2025/26	2026/27				
NZTA	Taranaki Share VFM Safety Improvement Programme	Programme of safety interventions including speed management and median & side barriers.	State Highway Imprvmts	Implementation	2024/25 (36)	3,186,132	3,186,132	3,186,132	9,558,396	N	IP1 (Safety)	1
TRC	Public Transport Review	Placeholder of the step-change in bus service provision that is anticipated. TRC has three public transport contracts expiring on 30/09/2025 (Citylink, Connector and SouthLink services). A Business Case during 2024/25 will outline/confirm future investment for public transport services and supporting infrastructure.	Public Transport Services	Implementation	2025/26 (24)	-	3,000,000	4,000,000	7,000,000	L & N	IP3 (Choices)	2
NPDC / NZTA	New Plymouth Integrated Transport Framework	Whole-of-system view to demonstrate the case for change and the need for investment in New Plymouth's wider transportation network; subject to outputs of ongoing PBC. (Note that Single Stage BC totals provided here include the relevant BC items by NPDC noted in Table 6 of the Plan)	State Highway Imprvmts	Single Stage BC	2024/25 (36)	2,747,000	2,130,000	1,312,000	6,189,000	N	IP4 (Access)	3
				Pre-implement.	2026/27 (12)	-	654,000	654,000	N			
				Property	2027/28 (36)	-	-	-	N			
				Implementation	2027/28 (36)	-	-	-	N			
STDC / NZTA	Intersection improvement - Kerry & Fitzgerald Lane & SH3	The SH3 intersections with both Kerry Lane and Fitzgerald Lane will need to be upgraded for increased traffic volumes due to the South Taranaki Business Park development.	Local Road Imprvmts	Single Stage BC	2024/25 (12)	150,000	-	-	150,000	L & N	IP1 (Safety)	4
				Pre-implement.	2024/25 (12)	350,000	-	-	350,000	L & N		
				Implementation	2024/25 (12)	3,500,000	-	-	3,500,000	L & N		

Org.	Activity name	Description	Activity class	Phase(s)	Expected start & duration (months)	Total cost estimate (\$)			Expected funding sources	Ten-year investment priority	Regional priority	
						NLTP 2024-27						3 year RLTP
						2024/25	2025/26	2026/27				
NZTA	SH3/3A and Inglewood Commercial Vehicle Regional Safety Centres (CVRSC)	Shift and upgrade existing CVRSC at SH3/3A intersection being removed for roundabout, plus a new TBD site around Inglewood. Part of a national programme to address HCV compliance.	State Highway Imprvmts	Property	2024/25	42,400	63,600	636,000	742,000	N	IP1 (Safety)	5
				Implementation	2024/25	109,000	327,000	-	436,000	N		

Currently proposed for the 2027-30 period

NPDC #	SH3 Cumberland / Coronation Intersection Signalisation +	Improving freight connections and network resilience	Local Road Imprvmts	Implementation	2027/28	-	-	-	-	N & L	IP1 (Safety)	NA outside of 3 year period
NPDC #	SH45 Morley / Vivian Intersection Signalisation +	Improving freight connections and network resilience	Local Road Imprvmts	Implementation	2027/28	-	-	-	-	N & L	IP1 (Safety)	NA outside of 3 year period
NPDC #	SH3 Henwood Rd Signalisation +	Safety and network resilience	Local Road Imprvmts	Implementation	2027/28	-	-	-	-	N & L	IP1 (Safety)	NA outside of 3 year period
NPDC	Colson Road extension (Smart Rd - Egmont Rd) +	Resilience - Parallel road to SH3 to ease the pressure at SH3 Egmont Rd and ease growing SH3 demand between Egmont Rd and Smart Rd.	Local Road Imprvmts	Business Case	TBD	-	-	100,000	100,000	N & L	IP1 (Safety)	NA outside of 3 year period
				Pre-implement.	TBD	-	-	-	-	N & L		
				Implementation	TBD	-	-	-	-	N & L		
NPDC	Bishop Road extension (Egmont Rd - Henwood Rd) +	Resilience - Continuation of the Colson Road extension project to provide full resilience cover for SH3 between Bell Block - Smart Rd	Local Road Imprvmts	Business Case	TBD	-	-	-	-	N & L	IP2 (Resilience)	NA outside of 3 year period
				Pre-implement.	TBD	-	-	-	-	N & L		
				Implementation	TBD	-	-	-	-	N & L		

these particular 'Low Cost Low Risk' projects are on state highways however have been proposed by NPDC (with partial funding by themselves) rather than NZTA, due to wanting these progressed based on their importance to the community.

+ these activities have not been assigned a regional priority ranking as they are not proposed to start Pre-implementation within the next 3-years. They are included here for information purposes given their high priority to the community.

5.4 Activities of inter-regional significance

The following activities listed in this Plan have inter-regional significance:

- SH3 Mount Messenger Bypass
- SH3 Waitara to Bell Block projects, including the Airport Drive Improvements project
- SH3/3A New Plymouth to Hāwera Corridor Improvements
- SH43 Forgotten World Highway - Tangarakau Gorge Seal Extension

To some extent all activities proposed on state highways are of inter-regional significance given their function as primary inter-regional transport corridors.

5.5 Activities proposed to be varied, suspended or abandoned

None known at the time of writing this Plan.

5.6 On the horizon – activities for funding in the future

A range of other worthwhile projects that are *not currently* being put forward for funding within the Plan are outlined in Appendix IV.

In addition, some of the activities that *have* been put forward in this Plan period may well not be successful in receiving the funding support that was requested – the sought national and or local share may not be endorsed/available. In that situation, any such works should be considered to default to being included within the category of 'Activities on the horizon', and therefore be considered for any alternative funding that may become available during the life of the Plan.



6. FUNDING THE PLAN

This section sets out a financial forecast of anticipated revenue and expenditure on activities for the ten financial years from 1 July 2024, and discusses the allocation of funds to proposed activities.

The information contained within this section of the Plan has been collated by activity class from data collected through the Transport Investment Online system (TIO), and through spreadsheets completed by each organisation.

This information is presented in summary form within this section and in greater detail in **Appendix VII**.

6.1 Proposed funding sources

It generally takes many years for transport projects to be implemented. Before any work on the ground can begin, land has to be acquired and various studies, consultation, feasibility reports, scheme assessments and detailed designs completed. It can also take a considerable period of time to accumulate local funding and/or obtain national funding.

The prioritisation undertaken in section 5.3 is used as a mechanism by Waka Kotahi for allocating available funds to those projects which best contribute to the achievement of *Government Policy Statement* targets.

The following funding sources are identified in the ten-year forecast of anticipated revenue for the Taranaki Region:

- **Local (L) Share:** this is funding sourced by the regional and district councils, e.g. rates or non-project specific developer contributions. These organisations are required to part-fund all their activities, with the proportion of L Funding required for each activity class based on a Funding Assistance Rate (FAR). The FAR varies depending on the organisation applying for funding, and in some cases also on the type of activity being proposed.
- **National (N) Funds:** these are the main funding stream from the National Land Transport Fund (NLTF) and are contestable funds distributed across the country. Traditionally, it is these funds that organisations are essentially bidding for through the programme component of this Plan.

It is not possible to predict the level of N funding that a region is likely to receive as the activities in Taranaki have yet to be assessed against activities in other parts of New Zealand.

- **Crown (C) Funds:** is used within the Plan to refer to, and encompass, all Government funding that is **not** from the NLTF. Within this Plan, the following funds are anticipated (which are explained further below) which are herein collectively referred to as C Funds:
 - Provincial Growth Fund (PGF)
 - NZ Upgrade Programme (NZUP)
 - Shovel-ready project funding
 - Climate Emergency Response Fund (CERF)
 - DOC's 'local share' equivalent.

It is quite possible that other such funds for specific Government purposes may also arise during the life of the Plan.

The following additional funding source is identified for future activities"

- **Private or Philanthropic (P) Funds:** refers to funding from non-Government or council sources, such as developer contributions or grants from non-Government organisations. Financial support from all possible sources are welcomed to achieve the region's transport aspirations.

National Land Transport Fund (NLTF)

The NLTF is a funding source for projects supported by Waka Kotahi. This funding is sourced from road user charges, fuel excise duty and from motor vehicle registration and licencing fees. There are also modest contributions from sources such as the rental or sale of state highway land, and interest from cash invested.

Funding in the NLTF is allocated to activity classes established in the *Government Policy Statement on Land Transport* (GPS). The GPS is prepared on a three-yearly basis and is amended to reflect the current Government's priorities for land transport.

For each activity class, a funding range is given with an upper and lower limit for expenditure. The distribution of funds across activities is undertaken by Waka Kotahi. Funding occurs in a manner consistent with the GPS, and is on

the basis of national priority until the funding available to each activity class is fully allocated. Not all activities put forward in regional land transport plans will receive the funding sought from the NLTF.

The 11 activity classes of the 2021 GPS that currently apply to this draft Plan are:

- Investment Management
- Walking and cycling improvements
- Public transport services
- Public transport Infrastructure
- Local road Maintenance
- State highway maintenance
- Local road improvements
- State highway improvements
- Road to Zero (Road Safety)
- Rail network
- Coastal shipping.

As noted previously, this Plan was prepared without a draft 2024 GPS in place to guide development, therefore it has defaulted to GPS 2021.

Alternative Crown funding outside of the NLTF

In recent years, a number of significant Crown funds have been created with a specific focus on infrastructure projects to promote economic stimulus, and/or support climate change goals, some in direct response to the COVID-19 global pandemic. It is possible that other such funds may arise during the life of

Crown funding – Provincial Growth Fund (PGF)

The Government which came into power in late 2017 announced a Provincial Growth Fund (PGF) aimed at lifting productivity in regions such as Taranaki. A number of infrastructure projects in Taranaki were successful in applying for PGF funding, the most significant for land

transport being funding announced in December 2019 of \$9.6m for sealing the 12km unsealed section of SH43.

NZ Upgrade Programme (NZUP)

In January 2020 the government announced a \$12 billion NZ Upgrade Programme, focused on improving infrastructure throughout the country. In February 2020, \$13.4 million of this was allocated to SH43 Forgotten World Highway Improvements. “The upgrades include safety improvements, passing opportunities, a single-lane bridge upgrade and culvert replacements. The improvements will provide resilience for the Central North Island’s transport network, as an important alternative to SH 3 between Taranaki and the Upper North Island.”

Shovel-ready projects (SRP)

In April 2020, a further \$3b fund was announced for ‘Shovel-ready’ infrastructure projects to help reduce the economic impact of the COVID-19 pandemic. In October 2020, STDC were awarded \$7m from this fund toward the Nukumarū Station Road Extension project.

6.2 COVID-19 impacts on funding

The transport system was affected in a number of ways by the pandemic, including in a reduction in the levels of revenue collected from Fuel Excise Duties and Road User Charges as a result of lower vehicle use. This has put pressure on what can be afforded from the NLTF. Central Government has addressed the initial financial impacts on the NLTF by providing both a grant and the opportunity for further borrowing to Waka Kotahi to meet any revenue gap.

Councils have also faced pressure on their current budgets and future rate setting. Councils may vary in how they choose to prioritise their local share of transport investment. The pandemic reinforced that transport is a key service, even in times of lockdown, in ensuring people can continue to get to where they need to go.

6.3 Ten-year financial forecast

The ten-year forecast for Taranaki has a total expenditure of approximately \$2,500 million. Long-term plan and annual plan processes will affect the values, as will ongoing reviews of the activities proposed. However, the ten-year forecast does give an indicative forecast of expenditure based on the best information available at this time.

The following tables outline a ten-year forecast of anticipated expenditure and revenue for Taranaki. The information presented here is given in greater detail in **Appendix VII**.

Table 9: 10-year forecast summary of anticipated regional expenditure by year

Org.	AC code	Activity Class (AC) name	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	10 year total 2024-2033
All	1	Investment management	2,339,392	2,002,364	2,490,727	997,707	8,858,269	57,964	59,703	61,494	63,339	65,239	16,996,197
All	3	Walking and cycling improvements	8,493,333	8,612,300	9,124,658	10,286,666	12,433,666	5,575,666	8,783,333	11,506,333	12,530,333	6,552,333	93,898,621
All	4	Public transport services	6,777,500	10,340,000	11,400,000	11,605,200	11,814,100	12,026,700	12,231,200	12,439,100	12,650,600	12,865,700	114,150,100
		Existing services / operations	6,777,500	10,340,000	11,400,000	11,605,200	11,814,100	12,026,700	12,231,200	12,439,100	12,650,600	12,865,700	114,150,100
		Low cost / low risk improvements	650,000	2,508,000	708,000	-	-	-	-	-	-	-	3,866,000
		Ticketing	-	-	-	-	-	-	-	-	-	-	-
All	5	Public transport infrastructure	975,000	985,000	840,000	895,300	901,700	908,200	968,500	974,800	981,300	987,900	9,417,700
All	8	Local road maintenance	69,601,921	69,892,798	73,108,493	78,462,556	86,704,132	84,631,645	84,218,459	90,019,259	92,795,123	93,410,324	822,844,710
All	9	State highway maintenance	69,472,894	76,330,254	69,346,441	81,505,501	82,290,255	87,230,152	88,278,896	89,772,560	91,098,303	92,433,488	827,758,744
All	12	Local road improvements	24,476,881	29,658,543	26,243,465	26,746,600	12,656,000	9,580,000	14,958,000	15,135,000	8,285,000	15,820,000	183,559,489
		Low cost / low risk improvements	15,283,616	16,305,000	17,132,000	18,280,000	12,656,000	9,580,000	14,958,000	15,135,000	8,285,000	15,820,000	143,434,616
		Other (projects)	9,193,265	13,353,543	9,111,465	8,466,600	-	-	-	-	-	-	40,124,873
All	13	State highway improvements	131,861,204	115,672,667	49,422,572	42,976,984	34,832,755	9,437,105	9,038,289	9,202,462	4,076,689	4,025,267	410,545,994
		Low cost / low risk improvements	131,861,204	115,672,667	49,422,572	42,976,984	34,832,755	9,437,105	9,038,289	9,202,462	4,076,689	4,025,267	410,545,994
		Other (projects)	-	-	-	-	-	-	-	-	-	-	-
All	23	Road to Zero	2,390,000	1,710,000	1,830,000	1,550,000	1,570,000	1,590,000	1,600,000	1,410,000	2,420,000	2,930,000	19,000,000
		Community Road Safety Promotion	690,000	710,000	730,000	750,000	770,000	790,000	800,000	810,000	820,000	830,000	7,700,000
		Low cost / low risk improvements	1,700,000	1,000,000	1,100,000	800,000	800,000	800,000	800,000	600,000	1,600,000	2,100,000	11,300,000
All	24	Rail network	-	-	-	-	-	-	-	-	-	-	-
All	25	Coastal shipping	-	-	-	-	-	-	-	-	-	-	-
Taranaki region's totals by year			316,388,125	315,203,926	243,806,356	255,026,514	252,060,877	211,037,432	220,136,380	230,521,008	224,900,687	229,090,251	2,498,171,555

Notes: Activity Classes which contain 'Low Cost / Low Risk Improvements' (formerly 'Minor Improvements') categories have been detailed further where provided to easily identify the proportion of spend on relatively minor works versus larger projects.

Due to the increase in threshold of 'Low Cost / Low Risk Improvements' to \$2M (from \$1M) from July 2020, a wider range of relatively minor activities come under these categories than previously.

These figures include those for the Special Purpose Roads (SPR) that are maintained by the New Plymouth and Stratford district councils.

Table 10: 10-year forecast summary of anticipated regional expenditure and funding sources (revenue)

Activity Class	Total forecast expenditure 2021/2031 (\$)	Expected Funding sources (\$)		
		Local (L)	National (N)	Crown (C)
1 - Investment management	16,996,197	2,058,208	14,937,989	-
3 - Walking and cycling improvements	97,748,621	35,719,552	58,179,069	3,850,000
4 - Public transport services	114,150,100	55,933,549	58,216,551	-
5 - Public transport infrastructure	9,417,700	1,939,959	7,477,741	
8 - Local road maintenance	636,348,326	293,183,852	343,089,993	74,481
9 - State highway maintenance	827,758,744	-	827,758,744	-
12 - Local road improvements	183,559,489	82,091,103	101,468,386	-
13 - State highway improvements	410,545,994	-	410,545,994	-
23 - Road to Zero	19,000,000	6,876,000	12,124,000	-
24 - Rail network	-	-	-	-
25 - Coastal shipping	-	-	-	-
Regional total	2,315,525,171	477,802,223	1,833,798,466	3,924,481

Notes:

- A number of significant projects in the region are being progressed through Crown Funding sources identified in Sections 5.2 and 6.1, which is not reflected in the above forecast. The only Crown (C) Funds shown within these ten-year forecasts relate to *forward* works from July 2024, including those provided by DOC. These forecasts show what Approved Organisations are requesting funding for through this Plan. A substantial amount of Crown Funding has been approved for projects which will be spent *during* the Plan (refer to Table 7 'Committed Projects' – major works in progress) but Waka Kotahi advise that where this has already been approved/assigned, it is not included within this forecast.
- All information within the programme and funding tables (Sections 5 and 6) within the Plan have been provided by the Approved Organisations, as at 19 January 2024, and is subject to change. The responsibility for the correctness of the information remains with them.

6.4 National moderation and allocation of funding

Funds are allocated by Waka Kotahi to the highest national priority activities first. Activities are allocated nationally distributed (N) funds in each activity class until the total allocation of funds to that activity class is fully provided, within the range defined by the GPS applicable to that period.

Each region may prioritise its projects for the RLTP as it wishes. However, this prioritisation will not necessarily be translated into the NLTP programme, as national moderation by Waka Kotahi is likely to change what projects are funded according to national objectives – that is, those projects deemed as more nationally important will advance to the top for any available funds first, irrespective of the region's (and the Plan's) stated priorities for transport.

Once the final revised Plan is submitted to Waka Kotahi in June 2024, the Agency will undertake 'national moderation' of all the activities submitted by each region in the country to decide which activities they will include in the National Land Transport Programme 2024-27.



6.5 Activities funded from other sources

Some of the following land transport activities may be funded without any assistance from the National Land Transport Fund in Taranaki:

- **Operations**
 - Street cleaning, e.g. litter bin collection and central business district cleaning
 - Crime prevention cameras
 - Amenity lighting, e.g. under-veranda lighting
 - Vehicle crossing repairs
- **Renewals**
 - CCTV renewal programme
 - Vehicle crossing renewals
- **Improvements**
 - New footpaths
 - Storm water improvements
 - Some general roading improvements, e.g. rural roads geometric improvements and urban road improvements
 - Seal extensions
 - Central business district upgrade works
 - New kerb and channel
 - Land purchase for street widening.

All of the activities listed above are funded by local authority rates.

Section 6.1 (Proposed funding sources) outlines projects that are being funded outside of the NLTFund – though Waka Kotahi will generally manage these works (as Crown funds).

The Department of Conservation will meet the equivalent of 'local share' from its own funds – which can broadly be considered as Crown funds also.

7. MONITORING, REVIEWS, VARIATIONS AND SIGNIFICANCE POLICIES

7.1 Monitoring the Plan

This section describes how monitoring will be undertaken to assess implementation of the Plan.

Monitoring of the Plan will primarily involve:

- quarterly progress update reports to the RTC from organisations responsible for the delivery of the Plan’s programme activities
- establishing a monitoring framework to assess implementation of the Plan against strategic objectives and priorities.

Waka Kotahi’s Benefits Framework and the One Network Framework will be used to help determine an ongoing monitoring framework for the Plan, and establish baselines for these indicators.

At the time of developing the Plan there remained too much uncertainty over which indicators would be most suitable, and also readily accessible, to set the framework from the outset of the Plan.

The headline targets outlined in Section 4.3, and noted in Table 11 below, will be key parts of this framework, and will be monitored from the outset of the Plan (though the specific data sources used may change as better sources become available). These will be reported annually to the Committee.

Table 11: Initial monitoring framework

Headline targets	Indicator	Data Source/s
Improving safety – A 40% reduction in deaths and serious injuries.	Road related deaths and serious injuries.	Waka Kotahi crash statistics
Increasing mode shift – At least a doubling of trips made by walking, cycling and public transport throughout the region by 2034.	Mode shift to reduced or zero carbon transport options, measured as trips made via public transport, walking or cycling. .	Statistics NZ census data TRC bus patronage data NPDC active mode cordon counts
Improving reliable connectivity – Less travel disruption for road traffic.	Reduction in the duration and frequency of unplanned road closures on key routes.	Traffic Road Event Information System (TREIS) data

7.2 Review of the Plan

Under the LTMA, regional land transport plans must be issued every six years and reviewed every three years. The final Plan will be released by 30 June 2021. This means the next major review of this Plan must take place by July 2024.²⁹

The Plan may need to be reviewed earlier if a request for a variation to the Plan triggers the Significance Policy outlined in Section 7.4.

In the interim, the Plan will be monitored as outlined in Section 7.1.

7.3 Variations to the Plan

The Plan will remain in force until 30 June 2027 – or unless a variation is required under section 18D of the LTMA.

Over the duration of the Plan, activities or projects could change, be abandoned or be added. Variation requests could occur due to variations in the time, scope or cost of proposed activities (especially given that a funding application can be made a number of years before an activity is to be undertaken).

Approved Organisations or Waka Kotahi, can therefore request that the Committee prepare a Plan variation. The Committee can also prepare variations of its own initiative.

The Committee will consider requests for variations to the Plan promptly and forward the amended Plan to the Taranaki Regional Council for its consideration.

When variations are 'significant' in terms of the Committee's significance policy (set out in Section 7.4), the Committee must consult on the variation before adopting it and forwarding it to the Taranaki Regional Council and ultimately Waka Kotahi.

Public consultation is **not** required for any variation that is not significant in terms of the significance policy adopted in Section 7.4 of this Plan. It is probable that the majority of variations to the Plan will not be significant.

7.4 Significant variations to the Plan

Why is there a need for a policy about variations³⁰ to the Plan?

The complex nature of the activities involved in the programme component of an RLTP means that they continue evolving after the Plan has been published. Indeed the programme tables are really a snapshot in time, as activities or projects can change, be abandoned or be added over the duration of the Plan, as more information becomes available or the situation changes.

The RLTP can therefore be varied at any time once it is operative, in accordance with s18D of the LTMA. The vast majority of such variations to the activities in the submitted Plan will not be substantial, and will involve simple changes within Waka Kotahi's TIO system. Some will be substantial enough to require a formal variation be made to the Plan. Some changes may be so 'significant' that consultation will be required. Each RTC, under s106(2)b of the LTMA, must adopt a policy that determines what will be significant in respect of variations made to the RLTP under s18D.

Consultation is only required for variations that are considered 'significant' under this policy.

A proposed change to the RLTP raises two core questions for the RTC:

1. Does the proposed change require a formal variation to the Plan?
2. Is the variation to the Plan 'significant' enough to require public consultation?

If a variation is necessary, and is seen to be of significance, then consultation must be considered (s18 of the LTMA). The relative costs and benefits of consultation are especially important.

²⁹ In accordance with the LTMA, the Plan review must commence no later than 6-months immediately before the expiry of the third year of the Plan.

³⁰ In practice, variations are generally restricted to the activities within the Programme component of the RLTP.

A two-step process for the application of the significance policy in relation to RLTP variations, including decision-making criteria, is provided below.

Table 12 provides definitions of 'significance' in relation to the Plan, for the purpose of sections 16 and 106 of the LTMA.

Table 12: Definitions of significance

Significant activities		
Section 16(3)(d)	Significant activities — to be presented in order of priority	<p>A significant activity is defined as any new improvement activity in the region where funding from the NLTFund is required within the first three years of the RLTP, excluding:</p> <ul style="list-style-type: none"> ▪ Maintenance, operations and renewal activities for state highways and local roads ▪ Public transport continuous programmes (existing services) including related infrastructure ▪ Low cost/low risk programmes – although individual activities may be selected if warranted ▪ Road safety promotion programmes ▪ Investment management activities, including transport planning and modelling ▪ Programme business cases
Significant inter-regional activities		
Section 16(2)(d)	Activities that have inter-regional significance	<p>Any significant activity (see above):</p> <ul style="list-style-type: none"> ▪ that has implications for connectivity with other regions; and/or ▪ for which cooperation with other regions is required; or ▪ any nationally significant activity identified in the Government Policy Statement on Land Transport.
Significant expenditure funded from other sources		
Section 16(2)(c)	Significant expenditure on land transport activities to be funded from sources other than the NLTFund	<p>Any expenditure on individual transport activities, whether the activities are included in RLTP or not from:</p> <ul style="list-style-type: none"> ▪ Approved organisations (where there is no NLTFund share) ▪ Crown appropriations ▪ Other funds administered by the Crown

Guidance for deciding if a Plan variation is significant

Set out below is a two-step process for the application of the significance policy in relation to RLTP variations, including decision-making criteria.

Step One: Consider the nature and scope of the variation

General guidance on whether a variation is *likely* to be considered significant is provided below —

Not 'significant' and usually no formal variation or public consultation required	May be 'significant'
<ul style="list-style-type: none"> Activities that are in the urgent interests of public safety. New activities involving preventative maintenance and emergency reinstatement. Changes to or new 'automatically included' activities of local road maintenance, local road minor capital works, existing public transport services, low cost/ low risk programmes, road safety promotion programmes, statutory planning (RLTPs, RPTPs, AMPs). A scope change that does not significantly alter the original objectives of the project. Changes to national level programmes, including the Road Policing programme Delegated transfers of funds between activities within groups. Supplementary allocations, or end of year carryover of allocations. Replacing one project with another project within a group of generic projects. Variations to timing, cash flow or total cost for improvement projects where the total cost impact is <i>less than</i> 20% of the estimated cost.³¹ Addition of an activity or activities that have previously been consulted on in accordance with s18 and s18A of the LTMA and which the RTC considers complies with the provisions for funding approval in accordance with s20 of that Act. The activity has previously been identified or consulted on as a regionally significant activity 'on the horizon' or through other identification/activity in RLTP planning documents. A change of responsibility for implementing an approved activity from one agency to another. 	<ul style="list-style-type: none"> The addition of a new significant activity (one that would usually require prioritisation – refer Section 6.3) that is not in the urgent interest of public safety, or emergency reinstatement. Any change that impacts on the overall integrity of the RLTP, including its overall affordability. Has a moderate impact on a large number of residents, or a major impact on a small number of residents where these impacts have not been mitigated through previous consultation or change to the proposed activity.

³¹ Where committed improvement projects have scope or cost adjustments *greater than* 20% of the original approved funding level, the RTC must be advised, but these do not require further consultation.

Step Two: Consider the effect of the variation

The RTC has adopted the following matters to guide when a requested variation to the RLTP is significant enough to need public consultation —

Significance policy in relation to Plan variations

Where a variation to the RLTP is required, the significance of that variation will always be determined on a case-by-case basis. The variation will be considered in relation to its impact on the RLTP as a whole, rather than as a standalone change.

When determining the significance of a variation to the RLTP, consideration must be given to the extent to which the variation would:

- Materially change the balance of strategic investment in a programme or project;
- Impact on the contribution to the LTMA purpose, Government objectives and/or GPS objectives and priorities;
- Impact on the community; and
- Affect the integrity of the RLTP, including its overall affordability.

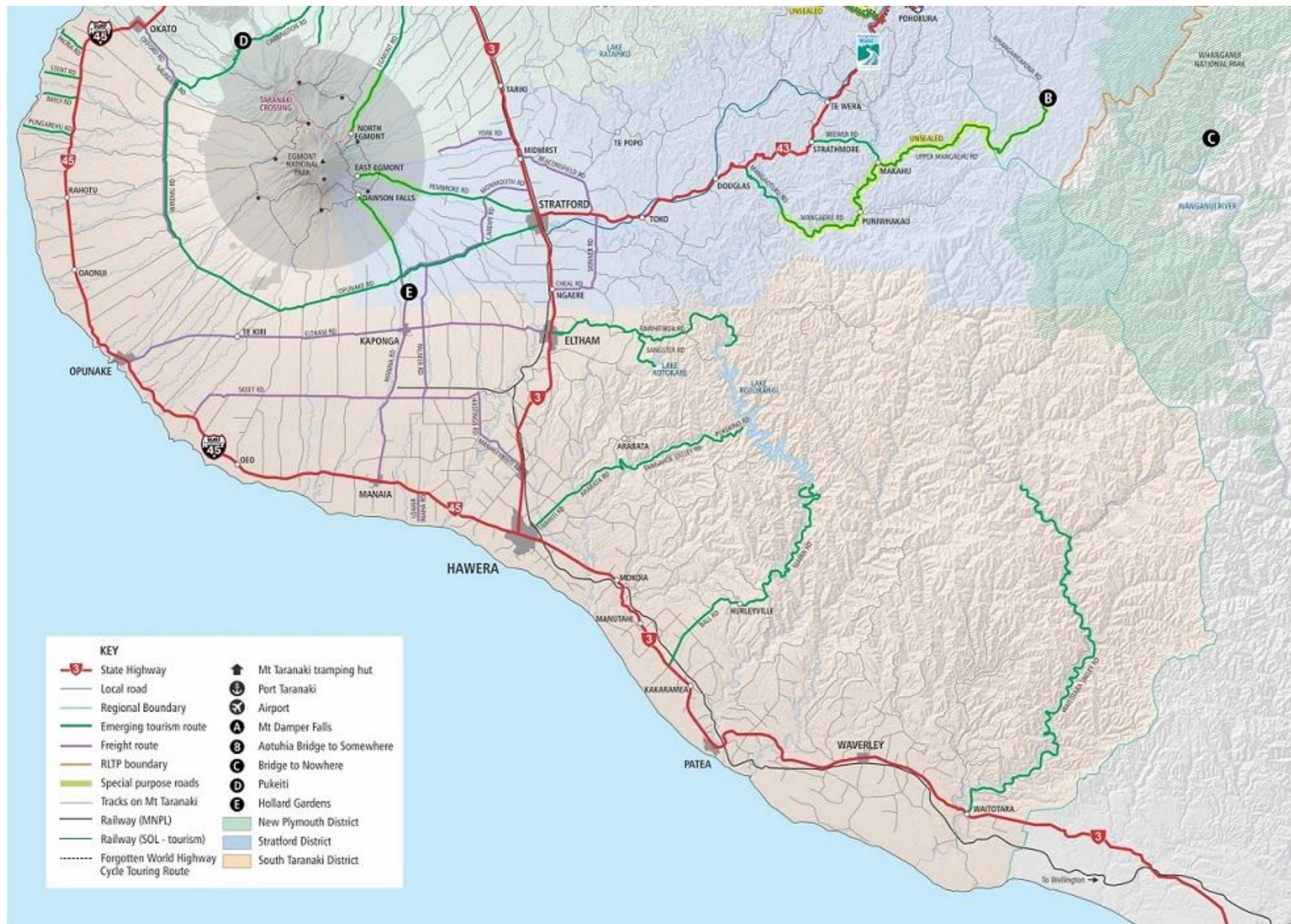
Whether or not further consultation is desirable is also relevant to determining whether a variation is significant. Therefore consideration must also be given to the following matters:

- The balance between the need for public input/consultation on the variation, and the likely costs of a consultative process (including any time delays or cost from running a consultative process, and likely impacts on public safety and economic, social, cultural and environmental wellbeing);
- The extent to which, and manner in which, the matter has already been consulted on; and
- Whether it is likely, in the opinion of the Committee, to have the majority support of the regional community.

APPENDIX I: MAPS OF KEY REGIONAL ROUTES

Figure 15: Maps of key regional routes

The following two pages show the key regional routes in the region as at November 2020, and are subject to changes to traffic patterns.



APPENDIX II: STRATEGIC CONTEXT – THE PLANNING ENVIRONMENT

A number of statutes and policy instruments provide the legislative and policy framework for land transport planning and investment at the national, regional and local level. These have informed the development of this Plan.³²

The Plan

This Plan has been prepared by the Regional Transport Committee for Taranaki, in conjunction with Waka Kotahi and the three territorial authorities, pursuant to the *Land Transport Management Act 2003* (LTMA). This Plan provides an opportunity for local communities to have a say in the delivery of land transport activities for the region.

The Plan provides detailed funding for the first three years. However, funding forecasts are also provided for an additional seven years. The Plan is reviewed and new programmes of activities prepared on a three-yearly cycle, though the Plan itself has a technical life of six years.

The Plan allows approved organisations and Waka Kotahi to bid for funding for land transport activities in the Taranaki region from the National Land Transport Fund.

The form and content of the Plan are based on the 'core' content requirements of a regional land transport plan as set out in section 16 of the LTMA (refer **Appendix IV**). The process adopted in the development of the Plan, including consultation is summarised in **Appendix V** while an assessment of the Plan's compliance with section 14 [Core requirements of regional land transport plans] is included in **Appendix VI**.

³² Refer to **Appendix III** for an overview of Plan partners and their respective roles.

³³ During 2021-23 work was underway nationally and regionally for the replacement of the Resource Management Act (RMA) by the Natural and Built Environments Act, focused on land use and environmental regulation; a Strategic Planning Act pulling together laws around

Core statutes

As previously noted, the LTMA is the principal statute guiding land transport planning and funding in New Zealand. The purpose of the Act is to contribute to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system. The LTMA sets out the core requirements of regional land transport plans and regional public transport plans for every region.

Other relevant statutes include

- The **Resource Management Act 1991 (RMA)**³³, which aims to promote the sustainable management of natural and physical resources and provides the statutory framework for land use planning and the development of regional policy statements, regional plans and district plans. Land use planning can have a significant influence on travel choice and transport network demand. Likewise, transport network investment can shape land use patterns within a region. The Committee must take the *Regional Policy Statement for Taranaki* into account when developing this Plan.
- The **Local Government Act 2002** which guides local government planning and the way councils carry out their functions. It includes provisions guiding the development of council long-term plans and infrastructure strategies, where the local funding share for transport network investment is identified alongside other local investment priorities. The Act also sets out consultation principles that are relevant for development of regional land transport plans.
- The **Climate Change Response Act 2002** provides a framework for New Zealand to develop and implement climate change policies that contribute to global efforts under the Paris Agreement to limit the global

development; and a Climate Change Adaptation Act (CAA) focused on managed retreat and its funding. The incoming Government late in 2024 is repealing this changes, though the details involved are not yet known.

average temperature increase to 1.5 degrees Celsius above pre-industrial levels. Key provisions include setting a target to reduce net carbon emissions to zero by 2050. The transport sector will have a key role in contributing to achieving this target and the direction set at a national level has informed the development of this Plan.

Other national policies and plans

Transport Outcomes Framework

The *Transport Outcomes Framework* adopted by the Ministry of Transport in 2018 sets out what government aims to achieve through the transport system in the long term. The guiding principle for the Framework is mode neutrality.

The Framework sets out five outcomes (refer Figure 15). The five outcomes are inter-related. To make a positive contribution across the five outcomes, the transport system needs to be integrated with land use planning, urban development, and regional development strategies. This Plan has included these outcomes as the foundation of its strategic framework, to align with this enduring long term direction.

Government Policy Statement on Land Transport

The LTMA requires the Minister of Transport to issue the *Government Policy Statement on Land Transport* (GPS) every three years. The GPS sets out the government's priorities for expenditure from the National Land Transport Fund over a 10-year period, and how funding should be allocated. Regional land transport plans must be consistent with the GPS, and NZTA must give effect to it with regards to land transport planning and funding.

The GPS 2021 strategic priorities are safety, better travel options, improving freight connections, and climate change. This Plan has taken account of the current GPS direction and priorities, particularly in relation to the identification of its short – medium term transport investment priorities and regional programme.

A draft GPS 2024 was consulted on during 2023, but the incoming Government of late 2024 has stated that it will be altering the direction provided within that draft and releasing a replacement in the first half of

2024. Timing means that this new GPS has not been available during the preparation of this draft Plan.

Transport Outcomes



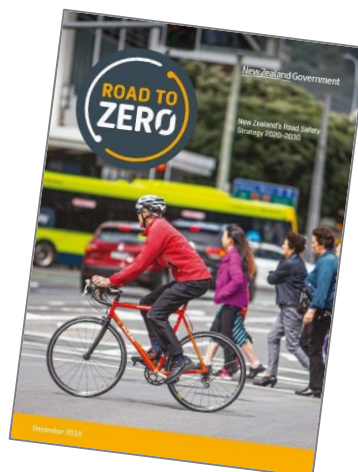
Figure 16: Diagram of the national Transport Outcomes Framework

Road to Zero – NZ Road Safety Strategy 2020-2030

Road to Zero articulates government's vision for a New Zealand 'where no one is killed or seriously injured in road crashes', guiding principles for design of the road network and road safety decisions, as well as targets and outcomes for 2030.

Road to Zero sets out the five areas of focus for the next decade: infrastructure improvements and speed management; vehicle safety; work-related road safety; road user choices; and, system management.

The incoming Government of late 2024 has stated that it plans to replace the existing national Road Safety Strategy.



Land Transport Rule: Setting of Speed Limits 2022

The *Land Transport Rule: Setting of Speed Limits 2022* required the preparation of Speed Management Plans by all road controlling authorities and regional transport committees. Much work was undertaken on preparing and consulting on these during 2022 and 2023. However, the new Government passed the *Land Transport Rule: Setting of Speed Limits Amendment 2023* on 15 December 2023, which removed the requirements and deadlines for preparing such plans. Speed management plans are now discretionary rather than mandatory, and organisations have been encouraged to not proceed with work in this area until new national direction is provided.

National Policy Statement on Urban Development 2020

The *National Policy Statement on Urban Development* (NPS-UD) was introduced by the Ministry for the Environment and aims to guide local

government decisions about enabling growth, in the right locations. This includes investing in transport networks to drive more efficient and liveable urban forms, and ensuring active travel that provides health benefits is a more attractive and accessible choice.

The NPS-UD seeks to ensure more compact, multi-unit dwellings to be built close to public transport, services and amenities, as well as greenfield development opportunities. This policy direction will provide important context for land use and transport integration policies within regional land transport plans, particularly for regions with major urban areas and growth pressures. The NPS UD will strengthen the existing requirement for regions to have future development strategies to guide long term planning.

The New Plymouth district is classed as a Tier 2 Urban Environment high-growth district, which means that the New Plymouth District Council and Taranaki Regional Council must jointly prepare a Future Development Strategy.

New Zealand Energy Efficiency and Conservation Strategy (NZE ECS) 2017-2022

Sets the overarching direction for government and specific actions for the promotion of energy efficiency and renewable sources of energy.

The current NZECS includes 'Efficient and low-emissions transport' as one of three priority areas, with associated targets for electric vehicles.

The contribution of public transport (fleet and use) and efficient freight movement are recognised in the NZECS and this has been taken into account in developing the policies and priorities in this Plan as required by the LTMA.³⁴



³⁴ The NZ Climate Change Commission's 2021 Draft Advice report released in February 2021 recommends a series of actions with huge implications for the country, and the transport sector in particular. At the time of writing, this guidance was being consulted on and its recommendations

not yet confirmed. Nevertheless, the impact of transport on climate change and associated actions to address the issue have been considered and incorporated into this Plan as appropriate.

Arataki

Arataki is Waka Kotahi's 30-year view of how we need to plan, develop, and invest in the land transport system during the next 30 years. *Arataki* outlines the context for change, the step changes in existing responses that it believes are needed, and the levers Waka Kotahi will use, in partnership with others, to shape change. It includes national and regional summaries.

A number of key insights are identified for the Taranaki region in *Arataki* September 2023 v1.1 and these have informed the development of this Plan.

Keeping Cities Moving - a plan for mode shift

Waka Kotahi's *Keeping Cities Moving 2019* is a plan to improve travel choice and reduce car dependency. It sets out national mode shift objectives and programmes, with the aim of increasing the wellbeing of New Zealand's cities by growing the share of travel by public transport, walking and cycling.



New Zealand Rail Plan

The Ministry of Transport released the New Zealand Rail Plan on 5 May 2021, which sets a new approach to ensure rail infrastructure is funded sustainably and enables long-term planning. It outlines the Government's vision and investment priorities for New Zealand's national rail network, both freight and passenger networks. In particular, the Plan identifies two investment priorities for a resilient and reliable network, these being:

- Investing in the national rail network to restore rail freight and provide a platform for future investments for growth
- Investing in metropolitan rail to support growth in our largest cities.



Regional and local statements, strategies and plans

Regional Policy Statement for Taranaki

The *Regional Policy Statement (RPS) for Taranaki* became operative in January 2010. It aims to achieve the purpose of the RMA (i.e. the promotion of sustainable management) by identifying the resource management issues of the region and the policies and methods to achieve integrated management of the natural and physical resources.

The RPS takes account of all those issues relating to resources such as land, water, and air that are of importance to the region, as well as putting in place policies and methods to achieve integrated management of those resources. While there is no specific 'transport' component to the RPS, there are a number of provisions of relevance to land transport planning (both directly and indirectly). They are as follows:

- The use and development section provides for appropriate use and development of resources, including acknowledging the vital role of the region's infrastructure such as the road and rail network.
- The air and climate change section specifies the need to consider and plan provisions to reduce emissions of greenhouse gases.
- The energy section identifies the need to maintain and implement methods of encouraging and promoting the efficient use of energy in the transport sector.
- The built environment section identifies resource management issues of regional significance to Taranaki's built environment, including provision for regionally significant infrastructure such as roading, rail, airports and Port Taranaki.

The RPS is under revision though the initial focus is on the freshwater chapter.

Long-term plans

Under the *Local Government Act 2002*, a *Long-Term Plan* (LTP) is prepared by the region's four councils every three years and sets out planning and financial information for 10 years. LTPs describe how each council is to deliver the community outcomes agreed to by the local community, the level

of rates expected for the three years of the Plan, and other information pertinent to its community.

The programme activities outlined in Section 6 of this Plan, are based on each organisation's own draft LTP for the period corresponding with the Plan.

As such, these activities may be varied or withdrawn by the relevant approved organisation at any time, as each organisation reassesses their own priorities and options during their internal and public consultation processes. This refinement of activities is required as each council goes through their own LTP development, or as more information becomes available about a specific project proposed. This is often particularly the case with estimated costs. As such, the development of the Plan is very much an iterative process and given the complex nature of the activities involved is necessarily considered to be a snapshot in time that will continue evolving.

Councils prepare and consult on their LTPs in the first half of 2024. This Plan has an impact on every LTP in Taranaki because the level of Government subsidy received will affect the size of each transport programme and the amount of income required from district or regional rates. In most situations, for an activity to be included in the final Plan it must first appear in an LTP. The reason for this is that the Government funding is a co-investment which can only be approved once the regional council or territorial authority has confirmed its share of the project cost (known as "local share").

Due to the timeframes set by central government, the Plan is consulted on prior to the LTPs. Because of this timing involved, whereby each of the councils involved will only just be finalising their transport programmes within their Long-Term Plans at the end of June 2024, adjustments to the RLTP may therefore need to be made following this date.

Note that the Taranaki Regional Council's *Long-Term Plan* focuses only on those transport activities that the Council is responsible for, i.e. public passenger transport and Total Mobility services, and regional land transport planning and administration. Similarly, New Plymouth, Stratford and South Taranaki district councils prepare their own long-term plans (formerly long-term council community plans) which focus on their own activities.

Regional Public Transport Plan

The Taranaki Regional Public Transport Plan (RPTP) provides a mechanism for planning and engaging on the design and operation of the public transport network. The current plan, adopted in late 2020, seeks to continually improve the network so that public transport services: go where people want to go; provide competitive journey times; provide value for money; are easy to understand and use; are safe, comfortable and reliable; and, provide flexibility.

A revised draft RPTP 2024 was consulted on during September-October 2023 (as part of Better Travel Choices for Taranaki)), hearings undertaken in December 2023, with deliberations expected in June 2024. Along with a Business Case that is being undertaken by Beca through to June 2024, it aims to provide a step-change in bus service provision for the region's contracts that commence in 2025.

The RPTP recognises challenges, such as ease of driving and high car ownership, negating for many the attractiveness of public transport. But recognises that there are also new opportunities such as the prospect of greater collaboration with key partners to together make public transport a first choice for many more people. The messages were very clear in the community feedback and submissions that are feeding into development of the final RPTP. The people of Taranaki want to see more frequent services and additional bus routes.³⁵

While the RPTP essentially gives effect to the strategic direction in the RLTP, it also provides some useful policy context for the RLTP development.

District plans

District plans prepared under the RMA have a big impact on local transport systems by directing land use location, layout, densities, and setting standards for parking and other multi-modal end of trip facilities for new development.

District Plans are a vital policy tool to influence good transport and land use integration outcomes.

Non-statutory plans and strategies

In addition, a range of non-statutory plans and strategies provide important policy context for this Plan. For example, many councils develop local spatial plans or growth strategies as part of planning for future land use and infrastructure needs. Most councils have local transport strategies, walking and cycling plans, and parking policies that provide specific policy guidance at the local level.

The current generation of plans generally seek to enhance local walking and cycling networks, promote more trips by public transport and active modes, reduce overall parking requirements and prioritise some types of on-street parking over others.

Better Travel Choices 2024-2054

A Better Travel Choices Strategy is being developed by TRC, to support 'Having better travel choices and making better travel choices in Taranaki'. A draft was consulted on during September-October 2023 (along with the draft Regional Public Transport Plan) and it will be finalised during 2024. *Better Travel Choices 2024-2054* is a shared and active transport strategy that is Taranaki region's long term response to the requirements of international, national, regional and local direction related to climate change and emissions reduction. The aim is to encourage more people to choose public transport and active travel for a wider range of journeys, thereby reducing demand for

³⁵

- *Bus services in a small region like Taranaki cannot be viable without taxpayer and ratepayer support. We provide this through targeted public transport rates, while Waka Kotahi NZ Transport Agency provides taxpayer-funded support. Together these meet*

about 60% of the cost of these services, with bus fares covering the rest. Clearly, any increase in coverage and/or frequency of services will impact on rates.

- *It's worth noting, too, that the size and number of buses in the current fleet is tailored to maximum school-bus demand. Using smaller, more fuel-efficient buses on suburban worker/shopper services would require two separate fleets and costs would rise, not fall.*

single-occupancy cars. Preparation of the Strategy has informed the RLTP, although it has not yet been finalised itself.

The practical purpose of Better Travel Choices is:

- Provide a Taranaki-wide perspective of the transport challenges and opportunities;
- Facilitate alignment of policies and strategies across the Regional and Territorial Authorities, other public sector organisations, and Waka Kotahi NZ Transport Agency;
- Identify and address cross-boundary issues and solutions;
- Clarify roles, activities and priorities for investment; and
- Support funding bids for projects.

New Plymouth Centre City Strategy

The Ngāmotu-New Plymouth City Centre Strategy (the City Centre Strategy) sets the strategic direction for New Plymouth's city centre over the next 30 years. It provides NPDC, Ngāti Te Whiti and the community with a 'route map' to revitalise the city centre.

The strategy provides a holistic view on the city centre's potential and apply the latest national and international thinking relating to city centre revitalisation with specific exploration relating to the future of retail, residential living, a lifestyle offer, sustainability and place activation.

New Plymouth Integrated Transport Framework (ITF)

NPDC are developing a framework that will shape how they approach transport investment in the New Plymouth district for the next 30 years to help achieve the vision to be a sustainable lifestyle capital.

The ITF will provide an agreed integrated transportation strategy with key partners that responds to the projected growth and identified strategic transport problems in the NPDC area up to 2050. The problems include poor safety record on a per capita basis, the lack of viable travel choices and the need for better network resilience and strategic decision-making in a way that supports the district's vision as a Sustainable Lifestyle capital.

The framework seeks to find a better balance between modal priorities and services levels, integrate better with the districts 'place' aspirations, and achieve more sustainable transport outcomes in the long term.

Tapuae Roa: Make Way for Taranaki

Tapuae Roa: Make Way for Taranaki was prepared by Venture Taranaki and released in 2018. It is an action plan setting out a 'road map' of opportunities and actions for future economic development in the region.

Opportunities and actions identified in the Action Plan are structured around four 'foundations' to support Taranaki's economic development efforts. All transport related projects outlined within the Action Plan have been included within this Plan.

The April 2018 decision by the Government not to issue any new offshore oil and gas exploration permits, and no new onshore permits outside of Taranaki, led to calls for the region to be supported to transition from its underpinning oil and gas sector. Financial support from the Provincial Growth Fund included helping Taranaki become a future hub for the development and testing of clean energy technologies. Ara Ake a new national future energy development company, based in Taranaki, was launched in July 2020 by Prime Minister Jacinda Ardern. Ara Ake will accelerate New Zealand's transition to a low-emissions energy future through advancing the development of low-emissions energy innovation.

Venture Taranaki is managing the implementation of several *Tapuae Roa* Projects including development of the H2 Taranaki Roadmap. This project is focused on stimulating innovative hydrogen projects and the take-up of hydrogen technologies in Taranaki.

Taranaki 2050 Roadmap

Development of the *Taranaki 2050 Roadmap: Our Just Transition to a Low-Emissions Economy* (Taranaki 2050) was released by Venture Taranaki in July 2019 following an extensive regional co-design process. It considers not just how our economy will change, but all aspects of our lives, and provides the opportunity to plan for inclusive growth as we transition to a high-value, low-emissions economy. Work in this area is growing and will affect the region's future development in a number of ways.

Taranaki Post Covid-19 Recovery Plan 2020-2023

In response to Covid-19 the Regional Leadership Group (comprising the four Taranaki councils, Venture Taranaki and Iwi) have worked to develop a regional recovery plan. The recovery plan includes a number of initiatives/proposals that had previously been identified as part of the *Taranaki 2050 Roadmap* and *Tapuae Roa Strategy*. The Covid-19 recovery plan will focused efforts from May 2020 to mid-2023, so setting the short-medium term focus for implementing the overall strategic framework set through *Taranaki 2050/Tapuae Roa*.

However, disruption is a catalyst to really rethink and shape our future in ambitious ways. There is an opportunity to 'return to better', including really advancing and capitalising Taranaki as the country's epicentre for low emission energy and innovation.

One Network Framework

The land transport system is currently classified using a single system regardless of who the Road Controlling Authority is - the *One Network Framework* (ONF). This system will determine the place and movement function of all roads and streets across New Zealand to support more aligned investment conversations and help provide the ability to benchmark performance. It is also introducing the importance of adjacent land use and place functions in defining how the network should look and feel at any location.

ONF provides an opportunity for more integrated delivery of regional outcomes. This is achieved through the incorporation of end-to-end business processes to support transport planning through to the delivery of agreed outcomes.

Stock Truck Effluent Disposal Strategy for Taranaki

This non-statutory Strategy was developed by TRC and released in 2001. It sets out the agreed process, policies and methods to be implemented, by the member organisations of the Taranaki Stock Truck Effluent Work Party, to avoid or minimise stock truck discharges into roads in the Taranaki region.

A review of this Strategy is scheduled for 2024/25.

The Business Case Approach

Waka Kotahi has transitioned to a Business Case Approach for all transport planning investment. All programmes/activities are expected to follow this approach, and this terminology is apparent in the activity tables in Section 6 of this Plan.

The Business Case Approach breaks the activity development process into phases that have decision gateways. A project's business case is built progressively – starting with a strategic case, then a programme business case, and progressing to an indicative business case and finally a detailed business case – with decision points along the way that determine whether the investment is worthwhile in relation to the desired outcome.

More information on the Business Case Approach adopted by the Agency is available at - <http://www.nzta.govt.nz/planning/process/approach.html>.

Other guiding influences

Key themes that have emerged or become elevated since the 2021 RLTP include:

- The current funding system for Aotearoa's land transport system is no longer fit for purpose and urgently needs to be amended, as the income derived does not meet the increasing costs involved.
- The costs of maintaining the existing roading network are increasingly unable to be met by local authorities due to constraints around funding sources including rates rises.
- The damage being done to local roads by logging vehicles is impacting significantly on small territorial authorities, and preventing them from maintaining other parts of their networks.
- Elevating priority around climate change to ensure that investment decisions in the transport sector help towards achieving New Zealand's climate change goals.
- Moving from a land transport network perspective to a place-based approach that ensures integrated land use and transport planning.

- Focussing on the Government's Urban Growth Agenda to tackle housing supply and affordability.
- Emphasis on improving urban form and liveability and transforming urban mobility by ensuring better transport choices.
- National emphasis on mode shift and mode neutrality.
- Introducing a new planning and funding framework to enable integrated planning and investment of the rail network.

Trends and changes due to the global COVID-19 pandemic that began in early 2020 include wide-ranging impacts for transport:

- Some changes in customer behaviour are seeming to outlast the crisis, particularly around consumers moving to remote channels.
- Work from home practices have been tested and destined to become part of the next normal, with travel patterns for many workplaces (and schools) vastly altered.
- Reduction/rethinking travel, with people staying closer to home.
- Social distancing has lingered – with corresponding impacts on reduced public transport usage and a move to electric micro-mobility (e.g. eBikes and scooters). Though overall passenger numbers have returned in Taranaki, some members of the community are no longer comfortable in such shared situations.
- Has accelerated digital adoption.

APPENDIX III: PLAN PARTNERS AND THEIR ROLES

There are a number of key organisations, including approved operators, involved in putting together regional land transport plans, as outlined below.

What are 'approved organisations'?

'Approved organisation' is a defined term in the LTMA. It means a regional council, a territorial authority or a public organisation approved by the Order in Council process.

Being an approved organisation allows the organisation to receive funding from the National Land Transport Fund.

Along with Waka Kotahi, approved organisations deliver land transport activities and receive funding from the National Land Transport Fund to do so. It is these organisations that initiate proposals for land transport activities that are then taken up into the planning and funding processes under the LTMA. They are then responsible for applying for funding and delivering the activities.

Waka Kotahi NZ Transport Agency

Waka Kotahi NZ Transport Agency (Waka Kotahi) was established in August 2008, taking over the functions of Land Transport New Zealand and Transit New Zealand. Waka Kotahi's objective is to carry out its functions in a way that will contribute to producing an affordable, integrated, safe, responsive and sustainable land transport system.

Waka Kotahi plays a pivotal role in New Zealand's land transport planning and funding system. Its planning role is expressed through the three-year National Land Transport Programme, which contains all the activities that Waka Kotahi has agreed to fund, or anticipates funding, over the first three financial years of this Plan. Further, the evaluation policy that Waka Kotahi adopts has a strong influence on the kinds of projects and services that are funded regionally.

Waka Kotahi also provides guidance to regional transport committees on the development of regional land transport plans. Concerning the development of this Plan, Waka Kotahi has two distinct roles to play. These are:

1. The state highways section of Waka Kotahi, formerly known as Highways and Network Operations, submits their programme of activities to the Committee for inclusion in the Plan.
2. The Taranaki Regional Council then submits the overall Plan to Waka Kotahi for prioritisation and inclusion in the National Land Transport Programme. Waka Kotahi must take into account the regional priorities when deciding on national priorities, but may end up with a different order of priority for activities. Waka Kotahi cannot include anything in the National Land Transport Programme that has not been included in a regional land transport plan.

Taranaki Regional Council

The role of the Taranaki Regional Council with regard to this Plan is to:

1. Ensure that the Regional Transport Committee appropriately prepares and consults on a regional land transport plan every six financial years.
2. Consider and approve a regional land transport plan by the date specified by Waka Kotahi (14 June 2024). If not approved the Council must forward the unapproved plan by the same date, along with reasons for not approving it.
3. Ensure that details of that regional land transport plan are correct in *Transport Investment Online* and confirm this to Waka Kotahi.
4. Forward copies of that regional land transport plan to Waka Kotahi and other parties listed in section 18F of the LTMA and make it publically available by 31 July 2024.
5. Vary the regional land transport plan in accordance with statutory requirements.

The Taranaki Regional Council is also an Approved Organisation in the region, with responsibility for various regional transport planning and coordination activities, along with responsibility for implementing and monitoring public transport services in the region. Therefore, in its role in regional planning and public transport the Council submits a range of activities to the Plan.

Territorial authorities

Territorial authorities participate in the land transport planning and funding system in a number of important ways. There are three territorial authorities in Taranaki –

- New Plymouth District Council (NPDC)
- Stratford District Council (SDC)
- South Taranaki District Council (STDC).

They have a number of regulatory, road safety, planning and ownership roles with regard to land transport. In particular, their role is to own and operate the local road network, including provision of infrastructure that facilitates walking and cycling activities. They control the local roads (that is, all roads that are not state highways) in their districts and are responsible for their maintenance and improvement.

Each territorial authority submits their district's programme of proposed land transport activities for the upcoming six financial years to the Committee for inclusion in the Plan.

Regional Transport Committee for Taranaki

The Regional Transport Committee for Taranaki (the Committee) includes representation from the Taranaki Regional Council, the New Plymouth, Stratford and South Taranaki district councils, and Waka Kotahi.

It is one of the Committee's key responsibilities to prepare, review, vary and monitor the implementation of regional land transport plans.

If a territorial authority covers two regions they must decide which regional transport committee they wish to join. As previously noted, Stratford District

Council (which lies partly in the Manawatu-Whanganui region) has agreed through a memorandum of understanding that they are included in the Taranaki region for regional transport planning matters.

New Zealand Police

The New Zealand Police contribute towards land transport objectives, in particular road safety, in a variety of ways. These activities range from drink-driving enforcement to community road policing and commercial vehicle enforcement.

The Minister of Transport retains responsibility for approving the funding the police will receive on the recommendations of Waka Kotahi. Regional transport committees are required to consider the role of police activities in their regional land transport plans when they are developing them, but specific police activities do not form part of the regional transport plan. An assessment of the Plan's relationship with Police activities in the region is provided in **Appendix XI**.

The Ministry of Transport is required to monitor and report on the delivery of police activities.

KiwiRail

KiwiRail, the New Zealand Railways Corporation, is a statutory body charged with managing the country's rail network. Rail has an important function in the region as a strategic and arterial route for freight traffic. KiwiRail therefore plays an integral part in the region's land transport network and has a keen interest in the overall efficiency and safety of the roading network, including road safety at level crossings.

As a state owned enterprise, KiwiRail funding and planning occurs separately to the rest of the transport network. The KiwiRail Turnaround Plan 2010 provided an initial guiding document for KiwiRail investment. Subject to business cases, investment follows the Government's 10-year turnaround plan to turn around the rail industry and focuses on investment in the business's assets rather than an operating subsidy. The release of the Government's NZ Rail Plan in May 2021 provides clearer guidance.

Regional Transport Advisory Group for Taranaki

The Regional Transport Committee's Advisory Group has carried out much of the detailed work associated with preparing this Plan. This group of technical staff from the region's approved organisations and Waka Kotahi provides technical and planning advice to the Committee through every step of the preparation and monitoring of the Plan. Other organisations may be invited from time to time to assist this advisory group.

Roadsafe Taranaki

Roadsafe Taranaki is made up of representatives from the three district councils in the region. This group works closely with the Road Safety Action Planning Group made up of representatives from the New Zealand Police, Waka Kotahi, Health New Zealand | Te Whatu Ora, Taranaki Regional Council and Accident Compensation Corporation. The three district councils have signed a Memorandum of Understanding whereby South Taranaki District Council is responsible for administering and delivering the Community Road Safety Programme on behalf of the group.

As part of its responsibilities, Roadsafe Taranaki prepares and submits a Roadsafe Taranaki Strategy for the corresponding period of the Plan. The Strategy sets out goals, objectives, and actions, including the estimated level of coordinator input required. Issues identified in the Strategy relate and link to the safer system including: intersections; speed/loss of control; alcohol/drug impaired driving; vehicle safety; education and licensing; cycling; walking; fatigue; restraints; and general coordination and administration. The Roadsafe Taranaki Strategy has been submitted into Transport Investment Online (TIO) and forms part of this Plan.

Further information on Roadsafe Taranaki's activities, including their Workplace Charter work, is available at <https://www.roadsafetaranaki.nz/>.

Department of Conservation

Nationally, the Department of Conservation (DOC) are increasing their role as a Road Controlling Authority within the RLTP/NLTP process. For Taranaki, this means that 'DOC (Taranaki)' began entering a small Transport

Programme into TIO requesting funding support for road maintenance and improvements from July 2018.

Taranaki Trails Trust

The Taranaki Trails Trust is a community-led charitable trust, created to connect Taranaki through trails and make the Taranaki region a world-class trails destination. Established in December 2019, its stated purpose is *"...Developing and supporting inspiring cycling and walking trails that create deep connections to the mana of the maunga, our region and our people."*

Further information on the Trust's activities, including their Taranaki Trails Strategy, are accessible at <https://taranakitrails.nz/>.

State Highway 3 Working Group

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

Venture Taranaki

Venture Taranaki is Taranaki's regional development agency, responsible for delivering economic development services and projects, strategic economic growth initiatives and sector growth projects, regional tourism marketing, destination development and promotion.

Venture Taranaki were key partners in the development of the *Tapuae Roa: Make Way for Taranaki - Action Plan*, which identified a number of key transport projects vital to the region's development. Venture Taranaki assists in progressing strategic outcomes of the Plan through additional national and regional funding streams.

APPENDIX IV: ACTIVITIES ON THE HORIZON

The Committee wishes to stress that the activities proposed for funding in this Plan in Tables 6 to 8 are far from the complete picture of works required in Taranaki. There are many other land transport projects 'on the horizon' that are needed to achieve the region's land transport aspirations.

A range of other worthwhile potential projects have been identified by the Committee on behalf of the community (not necessarily by the relevant Road Controlling Authority), below in Table 13 for future consideration. These should be considered for funding that becomes available in the future – be that during the life of the Plan or over a longer timeframe.

Table 13: Activities for future consideration

Activity name	Description of project or programme		Supporting information including evidence/source links (if applicable)
Lower North Island Freight Strategy Organisation/s TRC / Horizons RC / Greater Wellington RC / Hawkes Bay RC	Problem / opportunity	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.	National Freight and Supply Chain Strategy and supporting documentation. Taranaki Regional Land Transport Plan 2021
	Location	Lower North Island – encompassing the regions of Greater Wellington, Hawkes Bay, Manawatū-Whanganui and Taranaki	
	Strategic context	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 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.	
	Primary benefits sought / alignment with transport outcomes	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.	

Activity name	Description of project or programme				Supporting information including evidence/source links (if applicable)
			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.		
	Estimated total cost	TBC	Estimated delivery time	TBC	
Public transport supporting infrastructure Organisation/s NPDC / TRC / NZTA	Problem / opportunity	Bus hubs and shelter, park and ride facility improvements to support proposed TRC bus network frequency and route improvements in different locations.			Regional Public transport Plan 2024. Headline target to reduce car journeys in Taranaki by 20% by 2035. Better Travel Choices 2024 NPDC Transport Model
	Location	New Plymouth CBD, Bell Block, Waitara			
	Strategic context	Critical support infrastructure for the bus network based on proposed higher frequency and more direct network and interchange points between services and/or ParknRide			
	Primary benefits sought / alignment with transport outcomes	Increased use of public transport to access opportunities, resilient and productive towns, reduce emissions / VKT by 2035.			
	Estimated total cost	\$10m+	Estimated delivery time	1 hub per 2 year, 3 sites over 6 years	
District-wide One Network Framework (ONF) classification and intervention roll-out Organisation/s NPDC / NZTA	Problem / opportunity	Align the current road network to ONF classifications and identify / programme interventions to support multi-modal / place making improvement on urban arterials.			Waka Kotahi's ONF establishes the transport network function, performance measures and operating gaps and potential interventions. The NPDC ONF corridor studies for Tukapa establish the typical types of intervention to address the ONF operating gaps. NPDC ONF for Tukapa St NPDC Transport Model
	Location	New Plymouth, Bell Block, Waitara, Inglewood, Okato, Oākura			
	Strategic context	Reclassify the road network to align with the ONF and identify multi-modal access, placemaking and safety interventions.			
	Primary benefits sought / alignment with transport outcomes	Increased use of public transport, safe and connected active mode travel across urban areas, improved amenity and liveability, reliable and efficient movement of goods, safety improvements			
	Estimated total cost	\$10m+	Estimated delivery time	2 routes per 2 years, over 10 years	
Update & start implementing Network Operating Framework (NOF) actions Organisation/s NPDC / NZTA	Problem / opportunity	Refresh and prioritise the existing pipeline of work (29 Actions) identified in the NPDC NOF (2020)			NPDC (2020) identified 29 actions for improvement, the majority of which have been included in Waka kotahi's pipeline of work. NPDC NoF 2020
	Location	Strategic (State Highway urban) and arterial road network across the district			
	Strategic context	NOF (2020) needs updating / refreshed to align better with GPS and ITF PBC			
	Primary benefits sought / alignment with transport outcomes	Safe and efficient movement for all modes on strategic roads, better safety for active modes, resilient multi-modal network, better alignment with the proposed NPDC ITF			
	Estimated total cost	\$10m+	Estimated delivery time	2-5 years	

Activity name	Description of project or programme				Supporting information including evidence/source links (if applicable)
Western and Eastern Ring Route (Bypass and 2nd River crossing) feasibility study / IBC Organisation/s NPDC / NZTA	Problem / opportunity	Early work - IBC alignment options for the NPDC Eastern and Western Ring Route concept and input to future indicative business case			The Ring Route requires further option assessment. NPDC Transport Model Integrated Transport Framework PBC 2023
	Location	New Plymouth - connection from SH3 to Smart Rd (Eastern) / SH3 to Beach Road (Western),which provides alternative route to the Port or SH45 for goods movement and through traffic. Refer ITF for current status of this project.			
	Strategic context	Reroute goods (en route to the Port) and through traffic (south and north of New Plymouth urban network) to a new bypass route around the City, support sustainable urban development and avoid the increasingly congested sections of SHs.			
	Primary benefits sought / alignment with transport outcomes		Improving freight connections, sustainable development & improved liveability/productivity in Central New Plymouth, safety and increased resilience with alternative route & second crossing		
	Estimated total cost	\$0.5m	Estimated delivery time	2 years	
Complete the protected cycleway & associated improvements Organisation/s NPDC / NZTA	Problem / opportunity	Complete the protection of the existing cycle network in New Plymouth and other district towns (not currently included in the proposed 2024-34 LTP)			The Review of the NPDC cycle network was undertaken in 2020. NPDC Transport Model Better Travel Choices Strategy 2024 Cycle network review 2019
	Location	Urban New Plymouth, Bell Block, Waitara, Oakura, Inglewood			
	Strategic context	Complete the protected cycleway network in New Plymouth and district towns, connecting schools, areas of employment, centres and parks, enabling mode shift. Up to 10 routes			
	Primary benefits sought / alignment with transport outcomes		Improve safety, attractiveness and accessibility of active mode facilities, reduce emissions, increase resilience (multi-modal), support density, sustainable urban development		
	Estimated total cost	\$30-40m	Estimated delivery time	2-3 per 2 years	
Study to identify transport / multi-modal network design / interventions to support higher density living in existing urban areas and greenfield development	Problem / opportunity	Increase population density in existing residential areas near key urban centres and public transport routes/hubs and developing the same in new development areas.			TRC and the NPDC are working together to develop a future development strategy. NPDC District plan
	Location	New Plymouth CBD and urban centres, local towns and new developing greenfields			
	Strategic context	The District plan is encouraging medium density urban living developing in the CBD and around urban centres and in district towns. This study would identify the transport interventions and land use conditions and locations to enable this to happen and would be an input into spatial plans, structure plans			

Activity name	Description of project or programme				Supporting information including evidence/source links (if applicable)	
Organisation/s NPDC	Primary benefits sought / alignment with transport outcomes		Increased multi-modal access supporting medium density living and working, connected accessible catchments for urban centres.			
	Estimated total cost	\$0.3m	Estimated delivery time	2 years		
Study on road pricing (in conjunction with Government initiatives in this area) Organisation/s NZTA / MOT / NPDC / TRC	Problem / opportunity	A study on road pricing levels appropriate to Tier 2 cities like New Plymouth. Increasingly road pricing is seen as a major lever to encourage behaviour change				NZ government is looking at road pricing and VKT pricing as a management tool to reduce transport emission and VKT. Report on costs of transport VKT reduction evidence package
	Location	New Plymouth urban / CBD				
	Strategic context	Some form of road pricing is becoming more urgent to help fund the transport system, influence user behaviour / times of travel and reflect the real external costs of transport. The study would look at the likely scale, type, impacts if and when a road pricing scheme is introduced. Would go hand in hand with Government initiatives in this area.				
	Primary benefits sought / alignment with transport outcomes		Manage travel demand, support mode shift and help fund supporting infrastructure, increasing resilience, reducing emissions			
	Estimated total cost	\$0.3m	Estimated delivery time	2 years		
Protected cycleway Indicative BC then Detailed BC Organisation/s NPDC / NZTA	Problem / opportunity	IBC / DBC to determine the design / cost of completing the urban cycle network in New Plymouth and district towns				The IBC is required get Waka Kotahi funding for completing the cycle network in New Plymouth and district towns. This assumes that there is no additional funding from the Transport Choices (CERF) funding package. Cycle network review 2019 NPDC Transport Model Better Travel Choices Strategy 2024
	Location	New Plymouth (urban), Bell Block, Waitara, Inglewood, Oakura, Okato & other towns.				
	Strategic context	Increasing cycling is an important mode shift intervention and the level of infrastructure in the greatest need of investment to bring up to modern safe standards and attract interested but concern category of cyclists.				
	Primary benefits sought / alignment with transport outcomes		Connected cycle network			
	Estimated total cost	\$1.5m	Estimated delivery time	2 years		
Parking Strategy refresh Organisation/s NPDC / NZTA	Problem / opportunity	The current Parking plan is 10 years old and needs updating. Respond to proposed improvements in public transport.				Parking management is a key lever to support public transport and encourage mode shift NPDC Transport Model VKT reduction evidence package
	Location	New Plymouth Urban but also Main St in district towns				
	Strategic context	Existing parking strategy needs to be better aligned to strategic direction in the ITF and other strategic documents. Recognise parking as an important lever for mode shift and encourage better placemaking.				

Activity name	Description of project or programme				Supporting information including evidence/source links (if applicable)
	Primary benefits sought / alignment with transport outcomes		Reduce reliance of private vehicles, support mode shift to public transport / active modes, better reflect external costs of vehicle use, reduce emissions, sustainable urban development.		
	Estimated total cost	\$1m	Estimated delivery time	2 years	
Manage traffic / freight impacts on District town Main Street & surrounds Organisation/s NPDC / NZTA	Problem / opportunity	Increasing traffic volumes and logging traffic is impacting on Main Streets (such as Inglewood, Egmont village), increasing severance, pollution, noise, vibration and adverse safety impacts on local communities.			GPS and ITF PBC are looking to manage road freight better and address impacts. Working with NPDC and local community boards to find short and long terms solutions to these concerns Inglewood pedestrian crossing Example Community Board Plan SHs cut small towns in half
	Location	Inglewood, Egmont Village			
	Strategic context	Logging freight is projected to increase by 200%+ over next few years. There is strong local community and community board support for assessing options beyond speed reduction and traffic calming the main street, which only provide limited effective solutions.			
	Primary benefits sought / alignment with transport outcomes		Balance freight connections with needs of sustainable urban development, reduce emissions & other adverse impacts on main streets, improve road safety and accessibility for active modes, enable place-making and other upgrades and associated value uplifts for business activity.		
	Estimated total cost	\$5m+	Estimated delivery time	5 years	
Detune SH44 and reroute freight / through traffic to One-way system Organisation/s NPDC / NZTA	Problem / opportunity	Three State Highway transect Central New Plymouth. Rerouting freight and through traffic via the One-way system would be a significant enabler for sustainable urban development.			A key move for the City Centre Strategy (CCS) and supported through the ITF and NOF. Detune SH44 for freight and consolidate the One-Way / Morley St as the preferred freight route to the Port NPDC Transport Model CCS Connecting City to Coast
	Location	Central New Plymouth			
	Strategic context	Increasing impact of freight and through traffic on the CBD, constraining development and aspiration for residential living in CBD. One significant key move identified in the CCS / NoF is rerouting freight via the One-way to the Port, detune SH44 and reclassify as local road, which would enhance sustainable urban development potential of the CBD, encouraging active mode shift from surrounding catchments.			
	Primary benefits sought / alignment with transport outcomes		Consolidate freight connection to Port, efficiency in maintaining / operating the routes, sustainable urban development, safety, reducing emissions (& other impacts) in CBD,		
	Estimated total cost	\$5m+	Estimated delivery time	2 years	
Centennial Bridge Replacement Organisation/s	Problem / opportunity	The existing wooden bridge is 70 years old and will require replacing. The width of the bridge is 1.2m and is not suitable for both walking and cycling i.e. shared use. A new 2.5m wide aluminium truss bridge with non-slip deck would be used to replace the existing bridge.			SDC’s Connecting Our Communities Strategy Supported by the regional Better Travel Choices Strategy 2024
	Location	Portia St - Adjacent to Centennial Rest Rooms			

Activity name	Description of project or programme				Supporting information including evidence/source links (if applicable)
SDC	Strategic context	This is a vital link for the walking and cycling infrastructure to connect the northwest suburbs of Stratford to the southwest suburbs of the town.			
	Primary benefits sought / alignment with transport outcomes		Provides the opportunity to increase the number of active modes of transport in Stratford, without the need to use SH3 corridor.		
	Estimated total cost	\$0.6m	Estimated delivery time	2031-2034	
Walking and Cycling Infrastructure Construction Organisation/s SDC	Problem / opportunity	To improve the existing footpath and cycleway network within the Stratford township. This is based on the Transport Choices project which has subsequently had the funding removed by the new coalition government.			SDC’s Connecting Our Communities Strategy Supported by the regional Better Travel Choices Strategy 2024
	Location	Stratford township			
	Strategic context	Increase in active modes of transport and the reduction of emissions.			
	Primary benefits sought / alignment with transport outcomes		Widening of existing footpaths to shared use walking and cycling pathways. Safety improvements at key intersections. This is a 30 year strategy.		
	Estimated total cost	\$10m+	Estimated delivery time	2024-2054	
Monmouth Road East - Upgrade of unformed legal road Organisation/s SDC / Stratford Park/ NZTA	Problem / opportunity	This is to provide a northern access into the Stratford Park for access to the motorsport area of the Stratford Park. An upgrade to the existing level crossing and SH3 intersection will also be included in the project scope.			Stratford Park Development Plan
	Location	Monmouth Rd Extension - East of SH3			
	Strategic context	This relieves the pressure on the Flint Road intersection with SH3 so that traffic entering from the north can access the Stratford Park via this northern entrance. Similarly, they can exit the Park to head north after the event.			
	Primary benefits sought / alignment with transport outcomes		Safety improvements to the existing intersection of Monmouth Rd extension and SH3. Relieves traffic congestion at the Flint Rd/SH3 intersection following a large motorsport event held at the speedway.		
	Estimated total cost	\$5m	Estimated delivery time	2030-2035	
Flint Road / SH3 Intersection Upgrade Organisation/s	Problem / opportunity	This is an unsafe, busy and frequently used intersection which feeds into the Stratford Park project for the future. With the existing demand placed on the intersection from activities at the A&P Showground there is increasing pressure to improve the safety of this intersection. These improvements should not just focus on the safety of the intersection, but also the efficiency of the intersection especially during significant events being held at the Showgrounds, e.g. A&P Show, National Speedway Championship. There have been crashes at this intersection, including a fatality.			Stratford Park Development Plan

Activity name	Description of project or programme				Supporting information including evidence/source links (if applicable)
SDC / Stratford Park / NZTA	Location	Flint Road / SH3 intersection			
	Strategic context	The Stratford A&P Showground host numerous major events through the year. With the development of the Stratford Park, these events will become more frequent, bringing revenue to the District and region.			
	Primary benefits sought / alignment with transport outcomes	Safety improvements to the intersection to ensure the function and safety features are appropriate now and into the future for the large scale events being held at the Stratford Park site.			
	Estimated total cost	\$5m	Estimated delivery time	2030-2035	
Pembroke Road / SH3 Intersection Upgrade Organisation/s SDC / NZTA / Stratford Park	Problem / opportunity	The Pembroke Road intersection is like Flint Road. However, this has a higher traffic count and frequently leads to longer waiting times for motorists who intend to undertake a right turn out of Pembroke Rd West and Pembroke Rd East. This can lead to driver frustration so drivers “run the gauntlet” to exit these two side roads. With the approaching speed of 70km/h to the north of the intersection, the gaps between cars can close quite quickly. At peak hours 7:00 to 9:00 am and 4:00pm to 6:00 pm the waiting time can be a few minutes. The north south commuter traffic makes it near impossible to cross the intersection from Pembroke Road West to East and many locals take alternative routes to avoid lengthy delays.			
	Location	Pembroke Road West/East and SH3 Broadway, Stratford			
	Strategic context	Pembroke Road / SH3 intersection, Stratford township. With local attractions serviced by Pembroke Rd (Mountain House, Te Papakura o Taranaki, Stratford Golf Club, Stratford Racecourse), visitors to these offerings will not be familiar with the alternatives routes that locals use to avoid delays at this intersection.			
	Primary benefits sought / alignment with transport outcomes	Safety improvements to aid the free flow of traffic at this busy intersection avoiding the need for motorists to take risks when exiting the side roads to join SH3 Broadway.			
	Estimated total cost	\$6m	Estimated delivery time	2034-2040	
Manaia Road Widening - Special Purpose Road Organisation/s SDC / DOC	Problem / opportunity	With the construction of the new lodge at Dawson Falls, there is an expectation of increased visitors and tourist wanting to access the Taranaki Crossing. The current road is only 4m wide with no passing bays provided. This project proposes to widen the road to 6m for the entire length of the road.			
	Location	Manaia Road - SPR (Park boundary to road end)			
	Strategic context	To improve the safety of the existing road alignment leading to the Dawson Falls and newly constructed lodge.			
	Primary benefits sought / alignment with transport outcomes	Improved level of service to provide access to the Dawson Falls lodge and the trails that make up the Taranaki Crossing. It is anticipated that over 400,000 visitors a year will use the Taranaki Crossing.			

Activity name	Description of project or programme				Supporting information including evidence/source links (if applicable)
	Estimated total cost	\$7m+	Estimated delivery time	2035-2040	
SH3 Midhirst Overbridge replacement/ removal Organisation/s SDC / NZTA / Stratford Park	Problem / opportunity	The Midhirst overhead bridge and the bridge over the Manganui River to the north, are both constricted in their width. The approach to both bridges from the north is straight with an approach speed of 100km/h. There have been crashes at both bridges, in fact the Armco barrier on the rail over bridge was replaced within the last 12-18 months. These bridges have been identified as two of the numerous bridges that require widening throughout the region.			
	Location	SH3 Mountain Rd - Midhirst			
	Strategic context	Improvements to these bridges would remove the risk of vehicle and bridge damage through a collision as well as the safety aspects of two HCV's driving over the bridges in opposing directions, which happens frequently due to the number of HCV's using SH3. These bridges offer no safety shoulder for any eager cyclists to use.			
	Primary benefits sought / alignment with transport outcomes		Widening the bridges would reduce the risk of DSI's.		
	Estimated total cost	\$10-20m	Estimated delivery time	2040-2050	
Brecon Road Bridge and Road Extension Organisation/s SDC / NZTA	Problem / opportunity	Brecon Rd terminates at the Patea River to the north and at Page St to the south. This project connects the two sections of road together with two river crossings (bridges). This will provide an alternative route to using SH3 to connect the northwest and southwest quadrants of Stratford township. Many of the local services are located on the western side of SH3.			
	Location	Brecon Rd, central Stratford.			
	Strategic context	Providing a connected and resilient infrastructure within Stratford as an alternative corridor to SH3 Broadway to access local services located on the western side of SH3. Provides walking and cycling access to King Edward Park.			
	Primary benefits sought / alignment with transport outcomes		Connectivity for walking, cycling and access to local services. Builds in resilience to the roading network, should the existing Patea River Bridge on SH3 is un-useable or SH3 Broadway is closed.		
	Estimated total cost	\$20m+	Estimated delivery time	2031-2034	
Salisbury Rd / Climie Rd / Brookes Rd	Problem / opportunity	These roads have been used extensively by NZTA for planned diversion routes for planned roadworks on SH3 or un-planned events (crashes forcing the closure of SH3). As a result the roads have suffered shoulder damage which has had to be repaired. This project proposes to widen the roads in order to cater for SH3 traffic volumes.			

Activity name	Description of project or programme				Supporting information including evidence/source links (if applicable)
Organisation/s SDC / NZTA	Location	Salisbury Rd (NPDC boundary to Beaconsfield Road); Climie Rd (RP2.7 - RP6.35) and Brookes Road (RP1.40 - RP4.40).			
	Strategic context	Widening of the existing road corridors.			
	Primary benefits sought / alignment with transport outcomes		Resilience and prevents further damage to the existing roads. Provision of a safe alternative routes for planned and unplanned closures of SH3.		
	Estimated total cost	\$4m+	Estimated delivery time	2024 - 2034	
Dust Coat Seals Organisation/s SDC / NZTA	Problem / opportunity	Dust created by logging traffic and general traffic on unsealed roads where residential properties are located within 200m of the road. This provides for a 300m section of sealing to be undertaken along the property road frontage.			
	Location	Multiple unsealed roads within the Stratford district			
	Strategic context	Health benefits, resilience and safety benefits.			
	Primary benefits sought / alignment with transport outcomes		Removes the generation of dust. Improves health for the local residents. Reduces on-going costs of dust suppressant treatments.		
	Estimated total cost	\$2m	Estimated delivery time	2024 - 2028	
Increased accessibility for all Te Papakura o Taranaki (Egmont National Park) entrances Organisation/s Various	Problem / opportunity	There are several local roads in Taranaki linking the SH network to the National Park. Of these roads, 21km within the borders of the National Park are classified as ‘Special Purpose Roads (SPR)’, but the roads leading to the National Park are not. These are critical roads for tourism, and will become more so given the increased emphasis on the Taranaki Crossing.			‘Tapuae Roa: Make Way for Taranaki’ regional economic development project
	Location	The Crossing involves six different road ends – Egmont Road, Mangorei Road, Carrington Road, Surrey Hill Road, Manaia Road and Pembroke Road. Refer to the Maps of Key Regional Routes in Appendix I .			
	Strategic context	Further upgrading the road links and related infrastructure (such as parking) into Te Papakura o Taranaki (Egmont National Park) is essential to support growing tourist numbers.			
	Primary benefits sought / alignment with transport outcomes		TBC		
	Estimated total cost	TBC	Estimated delivery time	TBC	
Port Taranaki access improvements	Problem / opportunity	Improvements to safety and freight route efficiency, for ease of access to Port Taranaki including through Moturoa. SH44 Breakwater/South intersection improvements. Revisit the Blue Water Highway project (Port Taranaki to Nelson) noting its potential as an alternative national route in light of the apparent resilience issues arising from recent earthquakes, along with			

Activity name	Description of project or programme				Supporting information including evidence/source links (if applicable)
Organisation/s Various including Port Taranaki, KiwiRail, NZTA, NPDC, VTT		improvements underway on SH3 north, may add to the case for a refresh of this business case. Blue Water Highway extension of Port Taranaki.			‘Tapuae Roa: Make Way for Taranaki’ regional economic development project
	Location	Improved access to Port Taranaki through New Plymouth			
	Strategic context	TBD			
	Primary benefits sought / alignment with transport outcomes	TBD			
	Estimated total cost	TBD	Estimated delivery time	TBD	
SH3A corridor improvements Organisation/s NZTA	Problem / opportunity	General improvements (including curve easing, pavement widening and constraint removal) to achieve levels of service appropriate to the ONRC. 2Star KiwiRAP sections to be lifted to 3Star. Provision of passing opportunities.			
	Location	Full SH3A corridor			
	Strategic context	TBD			
	Primary benefits sought / alignment with transport outcomes	TBD			
	Estimated total cost	TBD	Estimated delivery time	TBD	
SH45 corridor improvements Organisation/s NZTA	Problem / opportunity	Need to improve infrastructure and safety on SH45 Surf Highway, lifting 2Star KiwiRAP sections to 3Star, and supporting increasing tourism. The Stony River Bridge, Kaupokonui Bridge and Kapuni Bridge are particularly constraining, with an additional 13 other bridges identified below.			
	Location	Full SH45 corridor			
	Strategic context	TBD			
	Primary benefits sought / alignment with transport outcomes	TBD			
	Estimated total cost	TBD	Estimated delivery time	TBD	
SH43 Forgotten World Highway improvements	Problem / opportunity	Substantial improvements commenced on this route in 2020 (as outlined in section 2.5 and seen in Table 7: Committed projects). Further improvements may be required outside of these current work programmes, along with advocacy for a higher ONF classification to support improved ongoing maintenance funding.			‘Tapuae Roa: Make Way for Taranaki’ regional economic development project
	Location	SH43			

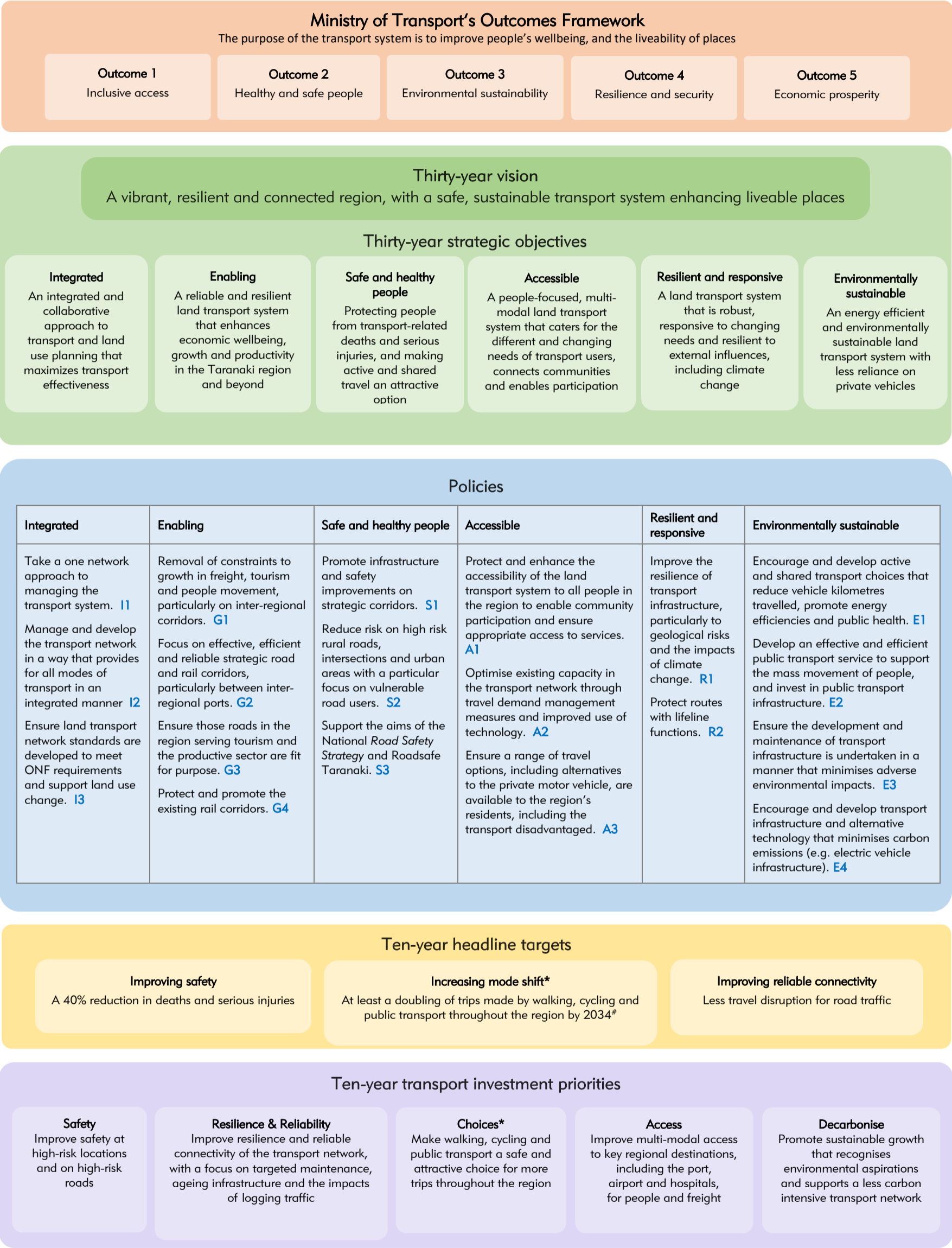
Activity name	Description of project or programme				Supporting information including evidence/source links (if applicable)
Organisation/s NZTA	Strategic context				
	Primary benefits sought / alignment with transport outcomes				
	Estimated total cost		Estimated delivery time		
Widening / replacement / realignment of all constraining bridges on SH3 and SH45 Organisation/s NZTA	Problem / opportunity	Bridges constraining economic development, safety and resilience			
	Location	In particular, the following bridges are specifically identified: <ul style="list-style-type: none">On SH3 between New Plymouth to Midhirst (4 constraining bridges): Burgess Park Hill Bridge, Mangaoraka Bridge, Waitepuke Bridge, Waipuku-Iti Bridge.On SH3 between Midhirst to Stratford (4 constraining bridges): Kahouri Bridge, Piakau South Bridge, Midhirst Overbridge, Manganui Bridge.On SH45 between New Plymouth to Hāwera (16 constraining bridges): Kaupokonui Bridge, Kapuni Bridge ('Crash Corner Manaia'), Oeo Bridge, Stoney River Bridge, Ouri Bridge, Pūnehu Bridge, Mangahune Bridge, Heimama Bridge, Oaoiti Bridge, Okahu Bridge, Pungarere Bridge, Rautini Bridge, Waitaha Bridge, Otahi-iti Bridge, Kaihihi Bridge, Katikara Bridge.			
	Strategic context	TBD			
	Primary benefits sought / alignment with transport outcomes	TBD			
	Estimated total cost	TBD	Estimated delivery time	TBD	
SH3 Hāwera to Whanganui corridor improvements Organisation/s NZTA	Problem / opportunity	Addressing of safety and reliability/resilience issues on this important freight/lifeline route. Addressing the out of context / constraining and/or resilience issues with the following bridges in particular: Tangahoe River Bridge, Mokoia Overbridge, Manawapou Bridge, Patea River Bridge, Whenuakura Bridge, Waitotara Bridge, Okehu Bridge, Kai Iwi Stream Bridge.			'Tapuae Roa: Make Way for Taranaki' regional economic development project
	Location	SH3 corridor between Hāwera and Whanganui			
	Strategic context	TBD			
	Primary benefits sought / alignment with transport outcomes	TBD			
	Estimated total cost	TBD	Estimated delivery time	TBD	
Emerging tourism routes	Problem / opportunity	Emerging tourism routes (self-drive and on-road cycling) for further assessment / investment			

Activity name	Description of project or programme				Supporting information including evidence/source links (if applicable)
Organisation/s NPDC / SDC / STDC / VTT	Location	<ul style="list-style-type: none">Stratford district – Whitianga Rd loop roads, Mangaehu Rd loop roads, Makuri Rd loop roads. Improvements to Whangamomona Rd. Walking/cycling trail to the Mountain House. Stratford heritage trail.South Taranaki district – Rawhitiroa Rd (to Lake Rotokare and Lake Rotorangi through Eltham), Tangahoe Valley Rd / Pukekino Rd (to Lake Rotorangi through Ararata), Maben Rd (to Lake Rotorangi through Hurleyville), Waitotara Valley Rd. Off Surf Highway SH45: Paora Rd, Bayly Rd, Pungarehu SH45.New Plymouth district – Carrington Rd, Mangorei Rd, Okau / Tongaporutu-Ohura Rd / Waitaanga Rd (crosses to Horizons), Wiremu Rd (inland around mountain), Ngatimaru Rd / Inland North Rd / Otoroa Rd, Tarata Rd, Waitara Rd / Everett Rd / Bristol Rd, Betrand Rd and bridge.			
	Strategic context	TBD			
	Primary benefits sought / alignment with transport outcomes	TBD			
	Estimated total cost	TBD	Estimated delivery time	TBD	
SH3 North corridor improvements – from Waitara through to Hamilton Organisation/s NZTA	Problem / opportunity	While substantial improvements works are already underway through the SH3 Awakino Gorge to Mt Messenger Programme (as outlined in section 2.5 and seen in Table 7: Committed projects), there is room for further improvement, particularly on the rest of the route – from Waitara to Mt Messenger, then Awakino Gorge to Hamilton. General improvements (including curve easing, pavement widening and constraint removal) to achieve levels of service appropriate to the ONF, along with provision of additional passing opportunities. Curve alignments through the Awakino Gorge area, including Bexley Curve, remain a priority despite being in the Waikato.			‘Tapuae Roa: Make Way for Taranaki’ regional economic development project
	Location	As above			
	Strategic context	TBD			
	Primary benefits sought / alignment with transport outcomes	TBD			
	Estimated total cost	TBD	Estimated delivery time	TBD	
Long-term retention of rail line between Hāwera and NP	Problem / opportunity	Advocacy role for the RTC and its member organisations to improve the usage and therefore viability of the section of the MNPL rail corridor from Whareroa through to Port Taranaki.			‘Tapuae Roa: Make Way for Taranaki’ regional economic development project
	Location				
	Strategic context				

Activity name	Description of project or programme				Supporting information including evidence/source links (if applicable)	
Organisation/s KiwiRail	Primary benefits sought / alignment with transport outcomes					
	Estimated total cost		Estimated delivery time			
Low emission vehicle infrastructure and technology throughout Taranaki Organisation/s Various including Hiringa Energy	Problem / opportunity	Regional expansion of low-emission vehicle infrastructure and technology (such as electric/hydrogen vehicle public charging stations) to support more electric/hydrogen vehicles entering the region.				
	Location	At key locations throughout the region				
	Strategic context					
	Primary benefits sought / alignment with transport outcomes					
	Estimated total cost	TBD	Estimated delivery time	TBD		

APPENDIX V: SUMMARY OF STRATEGIC FRAMEWORK

The following diagram provides an overview of the strategic framework for land transport in Taranaki, from the nationally sought outcomes through to the objectives, policies and ten-year investment priorities.



APPENDIX VI: INVESTMENT LOGIC DIAGRAM

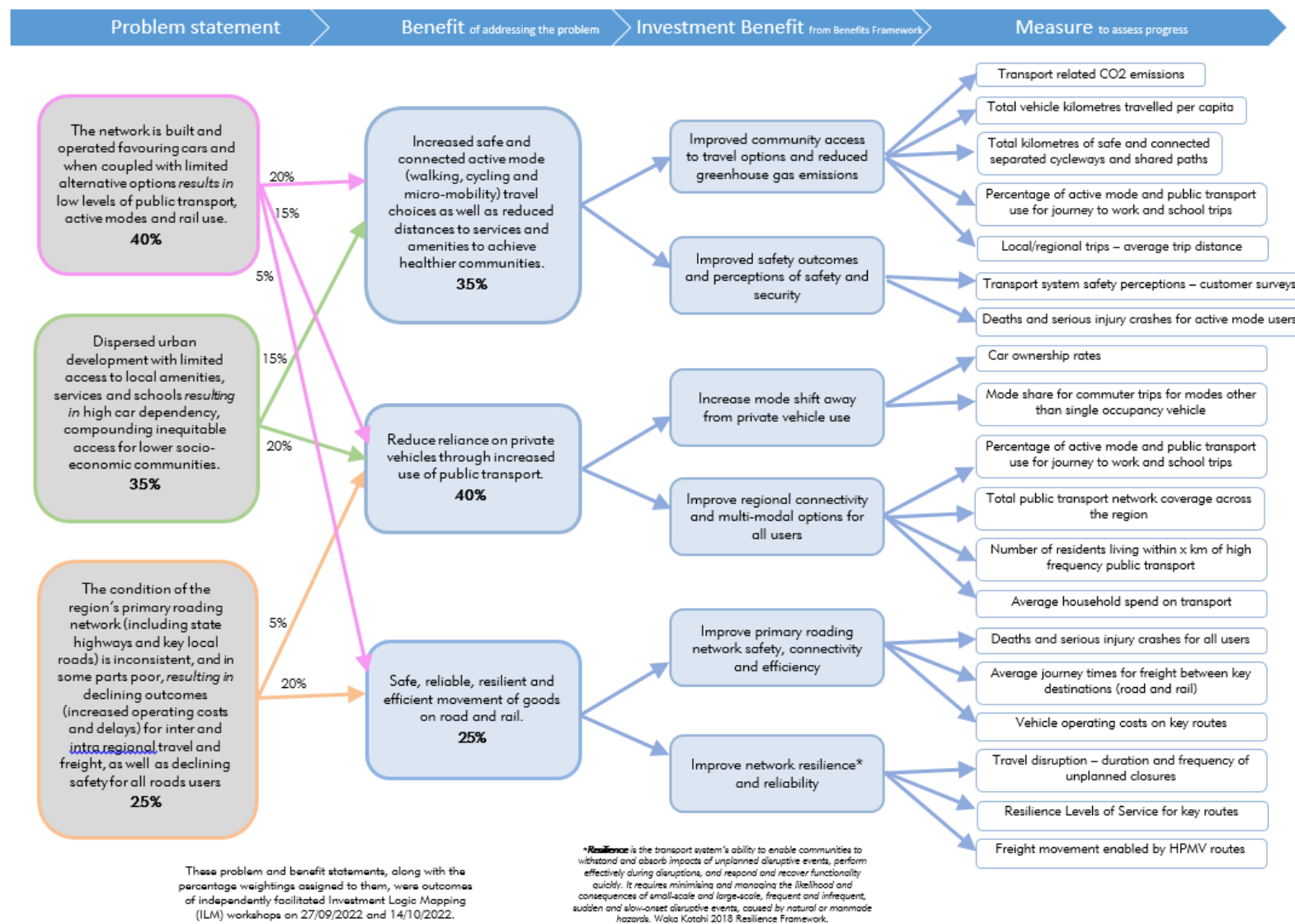


Figure 18: Investment Logic Diagram combining the Investment Logic and Benefits maps

APPENDIX VII: 10-YEAR EXPENDITURE FORECASTS

The following two tables are an expansion of the summary information provided in Section 6.3.

Table 14: 10-year Activity Class expenditure forecasts by organisation (\$)

Org.	AC code	Activity Class (AC) name	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	10 year total 2024-2033
DOC	8	Local road maintenance	7,950	35,379	35,541	8,437	10,688	10,860	11,035	11,215	11,397	9,501	152,003
DOC	12	Local road improvements	-	-	-	-	-	-	-	-	-	-	-
DOC (Taranaki)'s total by year			7,950	35,379	35,541	8,437	10,688	10,860	11,035	11,215	11,397	9,501	152,003
NPDC	1	Investment management	1,875,000	1,258,000	658,000	-	-	-	-	-	-	-	3,791,000
NPDC	3	Walking and cycling improvements	4,810,000	4,940,000	5,460,000	6,330,000	8,455,000	1,575,000	4,625,000	7,325,000	8,325,000	2,325,000	54,170,000
NPDC	4	Public transport services	-	-	-	-	-	-	-	-	-	-	-
NPDC	8	Local road maintenance	40,050,971	39,279,119	41,420,552	46,117,719	53,647,044	50,838,185	49,661,324	54,668,744	56,620,726	56,379,823	488,684,207
NPDC	12	Local road improvements	15,803,265	24,883,543	20,956,465	21,266,600	7,260,000	4,480,000	9,250,000	9,350,000	2,650,000	9,950,000	125,849,873
		Low cost / low risk improvements	10,460,000	11,530,000	11,845,000	12,800,000	7,260,000	4,480,000	9,250,000	9,350,000	2,650,000	9,950,000	89,575,000
		Other (larger projects over \$2M)	5,343,265	13,353,543	9,111,465	8,466,600	-	-	-	-	-	-	36,274,873
NPDC	23	Road to Zero (Road Safety Promotion)	-	-	-	-	-	-	-	-	-	-	-
NPDC's total by year			62,539,236	70,360,662	68,495,017	73,714,319	69,362,044	56,893,185	63,536,324	71,343,744	67,595,726	68,654,823	672,495,080
SDC	1	Investment management	-	-	-	-	-	-	-	-	-	-	-
SDC	3	Walking and cycling improvements	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	4,000,000
SDC	5	Public transport infrastructure	-	-	-	-	-	-	-	-	-	-	-
SDC	8	Local road maintenance	8,345,000	8,762,300	9,200,400	9,660,400	10,143,400	10,650,600	11,183,100	11,742,300	12,330,000	12,950,000	104,967,500
SDC	12	Local road improvements	1,370,000	620,000	1,120,000	1,450,000	1,250,000	835,000	1,320,000	1,270,000	990,000	1,090,000	11,315,000
		Low cost / low risk improvements	1,370,000	620,000	1,120,000	1,450,000	1,250,000	835,000	1,320,000	1,270,000	990,000	1,090,000	11,315,000
		Other (larger projects over \$2M)	-	-	-	-	-	-	-	-	-	-	-
SDC	23	Road to Zero / Safety	1,700,000	1,000,000	1,100,000	800,000	800,000	800,000	800,000	600,000	1,600,000	2,100,000	11,300,000
SDC's total by year			11,815,000	10,782,300	11,820,400	12,310,400	12,593,400	12,685,600	13,703,100	14,012,300	15,320,000	16,540,000	131,582,500

Org.	AC code	Activity Class (AC) name	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	10 year total 2024-2033
STDC	1	Investment management	50,000	51,500	53,045	54,636	56,275	57,964	59,703	61,494	63,339	65,239	573,194
STDC	3	Walking and cycling improvements	2,050,000	2,038,967	2,031,325	2,200,000	2,222,000	2,244,000	2,266,000	2,289,000	2,313,000	2,335,000	21,989,292
STDC	5	Public transport infrastructure	-	-	-	-	-	-	-	-	-	-	-
STDC	8	Local road maintenance	21,198,000	21,816,000	22,452,000	22,676,000	22,903,000	23,132,000	23,363,000	23,597,000	23,833,000	24,071,000	229,041,000
STDC	12	Local road improvements	7,303,616	4,155,000	4,167,000	4,030,000	4,146,000	4,265,000	4,388,000	4,515,000	4,645,000	4,780,000	46,394,616
		Low cost / low risk improvements	3,453,616	4,155,000	4,167,000	4,030,000	4,146,000	4,265,000	4,388,000	4,515,000	4,645,000	4,780,000	42,544,616
		Other (larger projects over \$2M)	3,850,000	-	-	-	-	-	-	-	-	-	3,850,000
STDC	23	Road to Zero (Road Safety Promotion)	690,000	710,000	730,000	750,000	770,000	790,000	800,000	810,000	820,000	830,000	7,700,000
STDC's total by year			31,291,616	28,771,467	29,433,370	29,710,636	30,097,275	30,488,964	30,876,703	31,272,494	31,674,339	32,081,239	305,698,102
NZTA	1	Investment management	414,392	692,864	1,779,682	943,071	8,801,994	-	-	-	-	-	12,632,003
NZTA	3	Walking and cycling improvements	1,233,333	1,233,333	1,233,333	1,356,666	1,356,666	1,356,666	1,492,333	1,492,333	1,492,333	1,492,333	13,739,329
NZTA	5	Public transport infrastructure	490,000	490,000	490,000	539,000	539,000	539,000	592,900	592,900	592,900	592,900	5,458,600
NZTA	9	State highway maintenance	69,472,894	76,330,254	69,346,441	81,505,501	82,290,255	87,230,152	88,278,896	89,772,560	91,098,303	92,433,488	827,758,744
NZTA	13	State highway improvements	131,861,204	115,672,667	49,422,572	42,976,984	34,832,755	9,437,105	9,038,289	9,202,462	4,076,689	4,025,267	410,545,994
		Low cost / low risk improvements	131,861,204	115,672,667	49,422,572	42,976,984	34,832,755	9,437,105	9,038,289	9,202,462	4,076,689	4,025,267	410,545,994
		Other (larger projects over \$2M)	-	-	-	-	-	-	-	-	-	-	-
NZTA	23	Road to Zero / Safety	-	-	-	-	-	-	-	-	-	-	-
NZTA's total by year			203,471,823	194,419,118	122,272,028	127,321,222	127,820,670	98,562,923	99,402,418	101,060,255	97,260,225	98,543,988	1,270,134,670
TRC	1	Investment management	-	-	-	-	-	-	-	-	-	-	-
TRC	4	Public transport services	6,777,500	10,340,000	11,400,000	11,605,200	11,814,100	12,026,700	12,231,200	12,439,100	12,650,600	12,865,700	114,150,100
		Existing services / operations	6,777,500	10,340,000	11,400,000	11,605,200	11,814,100	12,026,700	12,231,200	12,439,100	12,650,600	12,865,700	114,150,100
		Low cost / low risk improvements	-	-	-	-	-	-	-	-	-	-	-
		Ticketing	-	-	-	-	-	-	-	-	-	-	-
TRC	5	Public transport infrastructure	485,000	495,000	350,000	356,300	362,700	369,200	375,600	381,900	388,400	395,000	3,959,100
TRC's total by year			7,262,500	10,835,000	11,750,000	11,961,500	12,176,800	12,395,900	12,606,800	12,821,000	13,039,000	13,260,700	118,109,200
Taranaki region's totals by year			316,388,125	315,203,926	243,806,356	255,026,514	252,060,877	211,037,432	220,136,380	230,521,008	224,900,687	229,090,251	2,498,171,555

Notes: Community Road Safety Promotion expenditure covers the whole region - with STDC administering the programme on behalf of the three district councils.

Public transport Infrastructure covers related infrastructure, such as bus shelters, by the district councils. Further explanation provided in Table 15.

Activity Classes which contain 'Low Cost / Low Risk Improvements' (formerly 'Minor Improvements') categories have been detailed further to provide ease of identification of relatively minor works versus larger projects.

Due to the increase in threshold of 'Low Cost / Low Risk Improvements' to \$2M (from \$1M) from July 2020, a wider range of relatively minor activities come under these categories than previously.

Table 15: Breakdown of expected funding source for the 10-year expenditure forecasts

Org. & Activity Class	Total forecast expenditure 2024/2034 (\$)	Expected Funding sources (\$)		
		Local (L)	National (N)	Crown (C)
1 - Investment management				
DOC	-	-	-	-
NPDC	3,791,000	1,857,590	1,933,410	
SDC	-	-	-	-
STDC	573,194	200,618	372,576	-
NZTA	12,632,003	-	12,632,003	-
TRC	-	-	-	-
Total	16,996,197	2,058,208	14,937,989	-
3 - Walking and cycling improvements				
DOC	-	-	-	-
NPDC	58,020,000	26,543,300	27,626,700	3,850,000
SDC	4,000,000	1,480,000	2,520,000	-
STDC	21,989,292	7,696,252	14,293,040	-
NZTA	13,739,329	-	13,739,329	-
TRC	-	-	-	-
Total	97,748,621	35,719,552	58,179,069	3,850,000
4 - Public transport services				
NPDC	-	-	-	-
TRC	114,150,100	55,933,549	58,216,551	-
Total	114,150,100	55,933,549	58,216,551	-
5 - Public transport infrastructure				
NPDC	-	-	-	-
SDC	-	-	-	-
STDC	-	-	-	-
NZTA	5,458,600	-	5,458,600	-
TRC	3,959,100	1,939,959	2,019,141	-
Total	9,417,700	1,939,959	7,477,741	-
8 - Local road maintenance				
DOC	152,003	-	77,522	74,481
NPDC	488,684,207	239,455,261	249,228,946	-
SDC	104,967,500	38,837,975	66,129,525	
STDC	42,544,616	14,890,616	27,654,000	-
Total	636,348,326	293,183,852	343,089,993	74,481

Org. & Activity Class	Total forecast expenditure 2024/2034 (\$)	Expected Funding sources (\$)		
		Local (L)	National (N)	Crown (C)
9 - State highway maintenance				
NZTA	827,758,744	-	827,758,744	-
Total	827,758,744	-	827,758,744	-
12 - Local road improvements				
DOC	-	-	-	-
NPDC	125,849,873	61,666,438	64,183,435	
SDC	11,315,000	4,186,550	7,128,450	-
STDC	46,394,616	16,238,116	30,156,500	-
Total	183,559,489	82,091,103	101,468,386	-
13 - State highway improvements				
NZTA	410,545,994	-	410,545,994	-
NPDC	-	-	-	-
Total	410,545,994	-	410,545,994	-
23 - Road to Zero				
DOC	-	-	-	-
NPDC	-	-	-	-
SDC	11,300,000	4,181,000	7,119,000	-
STDC	7,700,000	2,695,000	5,005,000	-
NZTA	-	-	-	-
TRC	-	-	-	-
Total	19,000,000	6,876,000	12,124,000	-
24 - Rail network				
25 - Coastal shipping				
Regional totals for all forecast expenditure and revenue				
Total	2,315,525,171	477,802,223	1,833,798,466	3,924,481

Notes: Local (L) and National (N) figures are indicative only and based on current Financial Assistance Rates.

The supporting infrastructure for public transport services (such as bus shelters) is the responsibility of the road controlling authorities, however TRC applies collectively for funding for these activities on behalf of the district councils. Local share from the district councils is therefore also involved for public transport infrastructure yet is not separately specified in the Plan.

APPENDIX VIII: LEGISLATIVE CONTENT REQUIREMENTS OF THE PLAN

16 *Form and content of regional land transport plans*

- (1) *A regional land transport plan must set out the region's land transport objectives, policies, and measures for at least 10 financial years from the start of the regional land transport plan.*
- (2) *A regional land transport plan must include—*
 - (a) *a statement of transport priorities for the region for the 10 financial years from the start of the regional land transport plan; and*
 - (b) *a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the regional land transport plan; and*
 - (c) *all regionally significant expenditure on land transport activities to be funded from sources other than the national land transport fund during the 6 financial years from the start of the regional land transport plan; and*
 - (d) *an identification of those activities (if any) that have inter-regional significance.*
- (3) *For the purpose of seeking payment from the national land transport fund, a regional land transport plan must contain, for the first 6 financial years to which the plan relates,—*
 - (a) *for regions other than Auckland, activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services; and*
 - (b) *in the case of Auckland, activities proposed by Auckland Transport; and*
 - (c) *the following activities that the regional transport committee decides to include in the regional land transport plan:*
 - (i) *activities proposed by approved organisations in the region or, in the case of Auckland, by the Auckland Council, other than those activities specified in paragraphs (a) and (b); and*
 - (ii) *activities relating to State highways in the region that are proposed by the Agency; and*
 - (iii) *activities, other than those relating to State highways, that the Agency may propose for the region and that the Agency wishes to see included in the regional land transport plan; and*
 - (d) *the order of priority of the significant activities that a regional transport committee includes in the regional land transport plan under paragraphs (a), (b), and (c); and*
 - (e) *an assessment of each activity prepared by the organisation that proposes the activity under paragraph (a), (b), or (c) that includes—*
 - (i) *the objective or policy to which the activity will contribute; and*
 - (ii) *an estimate of the total cost and the cost for each year; and*
 - (iii) *the expected duration of the activity; and*
 - (iv) *any proposed sources of funding other than the national land transport fund (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties); and*

- (v) any other relevant information; and
 - (f) the measures that will be used to monitor the performance of the activities.
- (4) An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity.
- (5) For the purpose of the inclusion of activities in a national land transport programme,—
 - (a) a regional land transport plan must be in the form and contain the detail that the Agency may prescribe in writing to regional transport committees; and
 - (b) the assessment under subsection (3)(e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the Agency under paragraph (a).
- (6) A regional land transport plan must also include—
 - (a) an assessment of how the plan complies with section 14; and
 - (b) an assessment of the relationship of Police activities to the regional land transport plan; and
 - (c) a list of activities that have been approved under section 20 but are not yet completed; and
 - (d) an explanation of the proposed action, if it is proposed that an activity be varied, suspended, or abandoned; and
 - (e) a description of how monitoring will be undertaken to assess implementation of the regional land transport plan; and
 - (f) a summary of the consultation carried out in the preparation of the regional land transport plan; and
 - (g) a summary of the policy relating to significance adopted by the regional transport committee under section 106(2); and
 - (ga) in the case of the plan for Auckland, a list of any significant rail activities or combinations of rail activities proposed by KiwiRail for Auckland; and
 - (gb) in the case of the plan for the Wellington region, any significant rail activities or combinations of rail activities proposed by KiwiRail for the Wellington region; and
 - (gc) in the case of the plan for any other region that has a regional transport committee within the meaning of section 105A(1)(c), any significant rail activities or combinations of rail activities proposed by KiwiRail for that region; and
 - (h) any other relevant matters.
- (6A) Any matter included in a regional land transport plan under subsection (6)(ga), (gb), or (gc) is for the purposes of co-ordinated planning and does not limit or affect the process by which any rail activities or combinations of rail activities may be included or excluded, as the case may be, from a rail network investment programme and its funding processes.
- (7) For the purposes of this section, existing public transport services means the level of public transport services in place in the financial year before the commencement of the regional land transport plan, and any minor changes to those services.

APPENDIX IX: PLAN DEVELOPMENT AND CONSULTATION PROCESS

The development of the Plan involved extensive assessment, analysis and input by key stakeholders at various stages of the development process. The Committee oversees this process, with the technical assistance of the Regional Transport Advisory Group. Set out below is a summary of the process for development of the Plan.

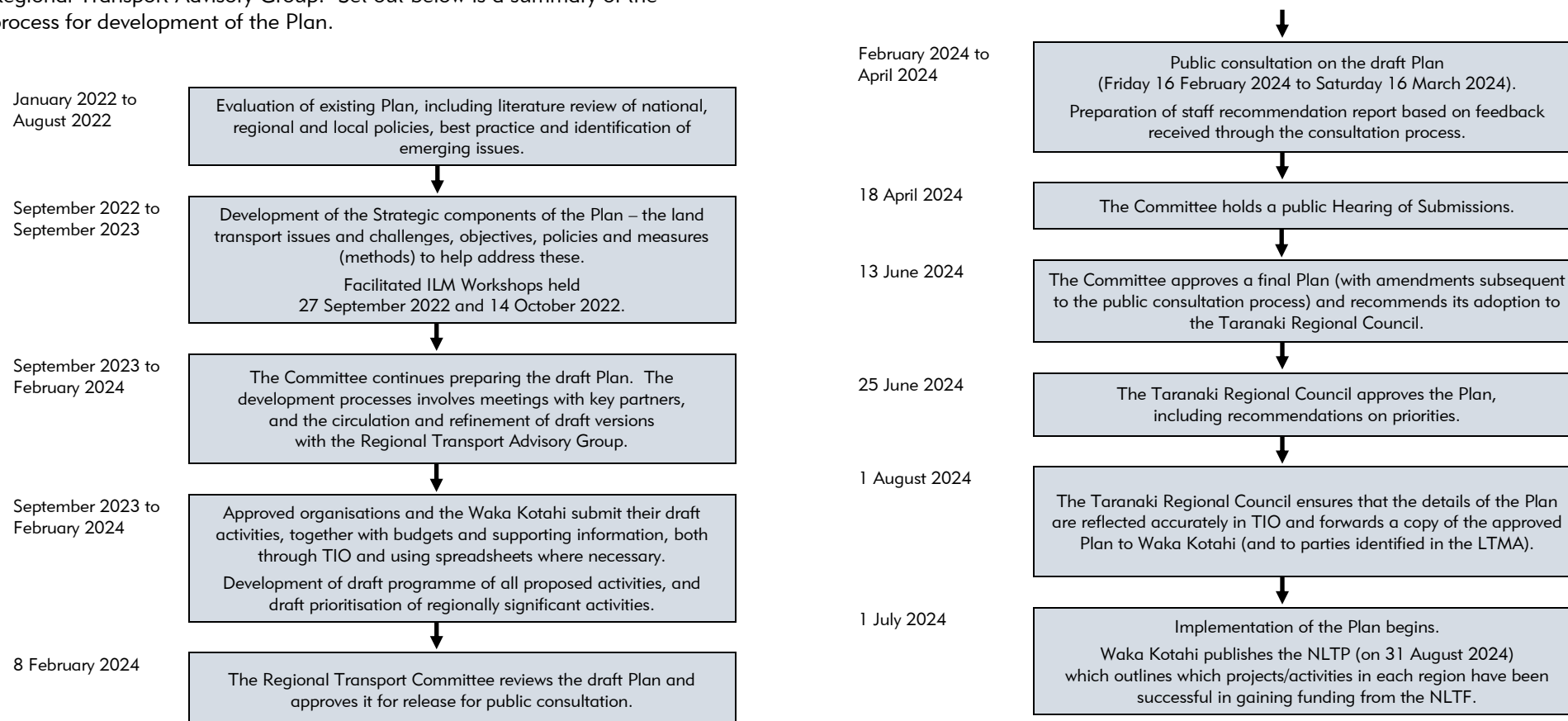


Figure 19: Summary of development and consultation process

APPENDIX X: ASSESSMENT OF STATUTORY COMPLIANCE

Pursuant to Section 16(6)(a) of the LTMA, the Committee has assessed and is satisfied that the Plan complies with Section 14 [Core requirements of regional transport plans] of the Act.³⁶ Set out in Table 16 below is the assessment of the Plan's compliance with Section 14 of the LTMA.

Table 16: Assessment of the Plan's compliance with Section 14 of the LTMA

LTMA reference	Provision	Description of how the Plan meets the statutory requirements
Section 14(a)(i)	Be satisfied that the Plan contributes to the purpose of the LTMA – which is to contribute to an effective, efficient, and safe land transport system in the public interest.	Sections 3 and 4 provide the strategic direction for the Plan, including identifying transport issues and challenges, objectives, policies, measures and priorities. This policy framework, together with the programme component of the Plan which outlines the activities being proposed for funding, has been designed to give full effect to the LTMA's purpose. Through ongoing monitoring, reviews and variations the Plan will be responsive to any change in transport needs over time.
Section 14(a)(ii)	The Plan is consistent with the <i>Government Policy Statement (GPS) on Land Transport</i>	Appendix II describes the national and regional policy context for the Plan and specifically outlines the GPS. The Activity Classes set in the GPS have been clearly identified in Section 5 and Section 6, with proposed activities having been aligned to the funding ranges available under the GPS.
Section 14(b)(i) and (ii)	The Committee has considered alternative regional land transport objectives that would contribute to the purpose of this Act, and the feasibility and affordability of those alternative objectives	The Committee notes the absence of guidelines from the Ministry of Transport and/or Transport Agency detailing the intention of this provision (particularly regarding the feasibility and affordability of alternative objectives). However, this Plan has been built off the solid policy direction outlined in the <i>Regional Land Transport Strategy for Taranaki 2011-2041</i> . It is important to note that this Strategy, and the 2006 one developed prior to it, went through a robust development process, including the detailed examination of strategic options. The development of this Plan has reconfirmed the general strategic direction for Taranaki's land transport system.
Section 14(c)(i)	Has taken into account the <i>National Energy Efficiency and Conservation Strategy</i>	In the preparation of the Plan, the Committee has taken into account national objectives and issues set out in the <i>New Zealand Energy Efficiency and Conservation Strategy</i> . The Strategy sets out three transport objectives relating to reducing the need for travel, improving the energy performance of transport, and improving the uptake of low energy transport options. Section 3.4 explicitly addresses promoting energy efficiency through the sixth objective of "An energy efficient and

³⁶ Section 14 of the LTMA reads as follows: "Before a regional transport committee submits a regional land transport plan to a regional council ...for approval, the regional transport committee must—

- (a) be satisfied that the regional land transport plan—
 - (i) contributes to the purpose of this Act; and
 - (ii) is consistent with the GPS on land transport; and
- (b) have considered—
 - (i) alternative regional land transport objectives that would contribute to the purpose of this Act; and
 - (ii) the feasibility and affordability of those alternative objectives; and
- (c) have taken into account any—
 - (i) national energy efficiency and conservation strategy; and
 - (ii) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and
 - (iii) likely funding from any source."

LTMA reference	Provision	Description of how the Plan meets the statutory requirements
		<p><i>environmentally sustainable land transport system with less reliance on private vehicles”</i> with related policies and measures outlined.</p> <p>In addition, some of the activities listed in Section 5 are expected to support improvements in energy efficiency - particularly those activities improving traffic flows and the roading characteristic (e.g. reducing rolling resistance), and promoting less energy intensive modes of transport (e.g. public transport, walking and cycling).</p>
Section 14(c)(ii)	Has taken into account any relevant national and regional policy statements or plans under the <i>Resource Management Act 1991</i>	<p>In the preparation of the Plan, the Committee has taken into account transport related objectives, policies and methods set out in the <i>Regional Policy Statement for Taranaki</i> (2010).</p> <p>Issues, objectives and activities identified in the Plan support a number of objectives, policies and methods addressing environmental issues identified in the Regional Policy Statement. In particular, the Plan will contribute to addressing Regional Policy Statement (2010) issues relating to climate change, sustainably managing energy, and promoting sustainable urban development.</p> <p>The impact of other relevant National Policy Statements have also been considered, this includes the NPS for Urban Development and its requirement for the development of well-functioning urban environments which include the consideration of how people are supported by transport choice, and the impacts of the NPS for Freshwater Management in relation to culvert and bridge design and project cost increases to provide for fish passage.</p>
Section 14(c)(iii)	Has taken into account likely funding from any source	Section 6 and Appendix VII include an outline of anticipated funding sources and potential alternative funding sources.

APPENDIX XI: ASSESSMENT OF THE RELATIONSHIP WITH POLICE ACTIVITIES

There are programmes that fall outside of the scope of this Plan that play a key role in the regional road safety effort; the most significant of which is the road-policing programme.

Police enforcement is central to the delivery of a regional safe system response to road safety. Police collaborate with stakeholders across the region in accordance with the road safety policy directives of *Road to Zero: the National Road Safety Strategy*, the *National Road Policing Plan* and district road safety action plans. The funding for road policing come directly from national sources, though regional policing activity is planned and implemented alongside the road safety programmes contained within the Plan. Police use an evidence-based approach to influence road user behaviours through risk-targeted, general and specific deterrence enforcement strategies.

Police are involved in regional road safety strategy and planning; road safety promotion and the delivery of roadside education and work collaboratively with Roadsafe Taranaki to address the top priority road safety issues in Taranaki – these have been identified as young drivers, drink drivers, speed, loss of control on rural roads and motorcycle crashes. These issues have been identified in the Waka Kotahi data reports and NZ Police statistic reports.

Enforcement operations are coordinated with other regional road safety initiatives such as education to ensure that all activities are appropriately timed and achieve maximum impact.

APPENDIX XII: KIWIRAIL REGIONAL SUMMARY GRAPHIC

The following graphic is a regional rail summary of the Taranaki and Manawātū-Whanganui regions which was prepared by KiwiRail for the Rail Network Investment Programme (RNIP) for 2021-2024. It provides a useful overview, though should be noted that the blue box provides national not regional investment figures.

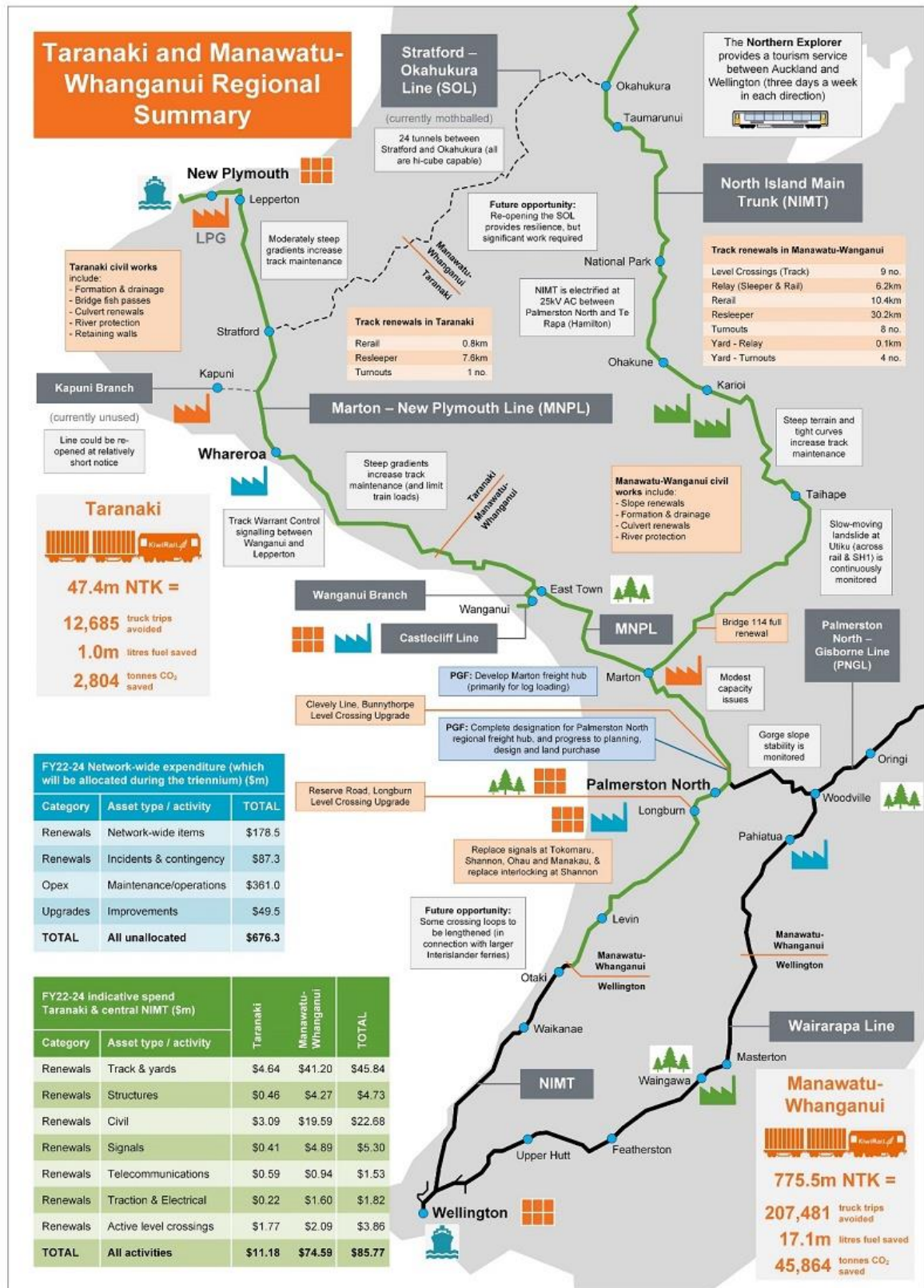


Figure 20: KiwiRail RNIP 2021-2024 regional summary encompassing Taranaki

GLOSSARY OF TERMS AND ACRONYMS

The following is a glossary of terms and acronyms used in the Plan.

Frequent reference is made within these definitions to the LTMA, being the *Land Transport Management Act 2003*.

Activity means a land transport output or capital project, or both.

Activity class (AC) means a grouping of similar activities, as defined in the *Government Policy Statement* (e.g. renewal of local roads).

Arterial route means a major or main road that primarily services through traffic.

Approved organisation (AO) refers to an organisation that is eligible to receive funding from the National Land Transport Fund for land transport activities. Approved organisations are defined in the LTMA as including regional councils, territorial authorities or a public organisation approved by the Governor General (by Order in Council) – currently the Department of Conservation and the Waitangi National Trust Board.

Approved organisations in the Taranaki region are the:

- Taranaki Regional Council
- New Plymouth District Council
- Stratford District Council
- South Taranaki District Council
- Department of Conservation.

Commitment refers to the balance of financial allocation required to complete an approved activity in the current and future years.

Committed activities refers to commitments arising from activities which have previously been approved for funding through a previous National Land Transport Programme, so are included in the Plan automatically. Commitments arising from approved activities do not have to be prioritised as they have already been accepted by Waka Kotahi as approved activities.

Committee refers to the Regional Transport Committee for Taranaki.

Crown (C) Funds refers to special funding for specific regions and specified activities as appropriated or directed by the government.

Demand management refers to a generic classification of activities that encourage more efficient and sustainable travel and transport behaviour. Demand management has the objective of encouraging motor vehicle users to use alternative means of transport when appropriate while also reducing total vehicle kilometres travelled. This includes freight transport as well as personal travel.

District means the district of a territorial authority.

Emergency Works refers to the work category which covers both initial response and the work required to reinstate a road facility damaged by a sudden and unexpected natural event.

Existing public transport services means the level of public transport services in place in the financial year before the commencement of the RLTP, and any minor changes to those services.

Funding Assistance Rate (FAR) means the usual contribution in percentage terms that Waka Kotahi augments funding of an approved organisation for the delivery of an activity or combination of activities. The overall national average for FARs is 53%. This is paid to local government from the NLTFund for local land transport activities approved for funding within the NLTP, such as local road maintenance and improvements, public transport services and cycling improvements.

Financial year means a period 12 months beginning on 1 July and ending on 30 June.

Government Policy Statement (GPS) refers to a Government Policy Statement on Land Transport issued under section 66 of the LTMA.

High Productivity Motor Vehicles (HPMV) means a truck that carries a divisible load that exceeds a mass of 44,000kg and/or the maximum length dimensions allowed for standard vehicles (as set out in the *Land Transport Rule: Vehicle Dimensions and Mass 2002*). HPMVs operate under HPMV

permits issued by a RCA for access to specific roads that have been determined to be suitable to accommodate the additional mass and/or length.

Improvements projects refer to improvements to road infrastructure outside of work categories defined as local maintenance and renewals.

Land transport

(a) means -

(i) transport on land by any means

(ii) the infrastructure, goods, and services facilitating that transport; and

(b) includes -

(i) coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes) and associated infrastructure

(ii) the infrastructure, goods and services (including education and enforcement), the primary purpose of which is to improve public safety in relation to the kinds of transport described in paragraph (a)(i).

Land Transport Management Act 2003 (LTMA) refers the *Land Transport Management Act 2003*, as amended from time to time, which is the main statutory framework for land transport planning and funding in New Zealand.

Level of service (LOS)

Local authority refers to any territorial authority or regional council within the meaning of the *Local Government Act 2002*.

Local road means a road, other than a state highway, in the district, and under the control, of a territorial authority.

Local road maintenance refers to local road activities covering the following work categories: sealed pavement maintenance, unsealed pavement maintenance, routine drainage maintenance, structures maintenance, environmental maintenance, traffic services maintenance, operational traffic maintenance, cycle path maintenance, level crossing warning devices, emergency works, network and asset management, unsealed road metalling, sealed road resurfacing, drainage renewals, sealed road pavement rehabilitation, structures component replacements, environmental renewals, traffic services renewals, associated improvements and preventive maintenance. Improvements to road infrastructure outside of these work categories are considered to be 'improvement' projects.

Long-Term Plan (LTP) refers to the ten year long-term council plan produced by regional and territorial authorities in accordance with section 93 of the *Local Government Act 2002*.

Low cost / low risk improvements (LCLR) were known as Minor Improvements prior to the 2018-21 period. Low cost, low risk improvement programmes within the Local Road Improvements, State Highway Improvements, Road to Zero or Public Transport Improvements activity classes are for improvement activities up to \$2 million total cost per activity.

Mass transit is the movement of people within urban areas using group travel technologies such as buses and trains. The essential feature of mass transportation is that many people are carried in the same vehicle (e.g., buses) or collection of attached vehicles (trains).

Mode is a categorisation of different methods of transport e.g. bus, walking, cycling, road, rail, airplane or boat.

National Land Transport Fund (NLTFund) means the fund established under section 10 of the LTMA to pay for land transport activities.

National Land Transport Programme refers to a national three-year programme produced and adopted by Waka Kotahi of approved and proposed activities, prepared under section 19 of the LTMA.

National (N) Funds refers to nationally distributed funds. These are the balance of funds in the National Land Transport Fund after accounting for R (regionally distributed) and C (crown) funds. N funds are allocated to the highest priority activities in each activity class across New Zealand.

NLT means National Land Transport

Public transport service is a service for the carriage of passengers for hire or reward, that is available to the public generally by means of vehicles as defined in section 5 of the LTMA.

Police activities means activities, approved by the Minister of Transport in conjunction with the Minister of Police, paid from the National Land Transport Fund, to be delivered by the police.

Regional Council means a regional council within the meaning of the *Local Government Act 2002*.

Regional land transport plan refers to a regional land transport plan as from time to time amended or varied.

Regional Land Transport Plan for Taranaki 2024/25-2026/27 or **Plan** refers to this document.

Regional Transport Advisory Group (RTAG) is the technical advisory group to the Regional Transport Committee.

Regional transport committee (RTC) refers to a regional transport committee established under section 105 or clause 11 of schedule 7 of the *Land Transport Management Act 2003*. Regional transport committees have representation from regional councils, territorial authorities, and Waka Kotahi.

RLT means Regional Land Transport

Road Controlling Authority (RCA) that is, Waka Kotahi (for state highways), the Department of Conservation, and the territorial authorities (in Taranaki being the New Plymouth, Stratford and South Taranaki district councils).

Special Purpose Roads (SPR) are those local roads that were accepted as such under section 104 (now repealed) of the *Transit New Zealand Act*. Stratford and New Plymouth district councils both have responsibility for special purpose roads in their respective districts, which provide access into the Department of Conservation controlled Egmont National Park. National funding assistance for SPR is currently provided to those district councils at a 100% FAR, but this is being decreased to the relevant RCA's standard FAR from 1 July 2024.

State highway (SH) means a road declared to be a state highway under section 11 of the *National Roads Act 1953*, section 60 of the *Government Roading Powers Act 1989*, or under section 103 of the LTMA. These roads are managed by Waka Kotahi.

Territorial authority means a city council or district council named in Part 2 of Schedule 2 of the *Local Government Act 2002*.

Transport Investment Online (TIO) refers to Waka Kotahi's web-based funding allocation system for preparing and managing the *National Land Transport Programme*.

Waka Kotahi NZ Transport Agency (NZTA) refers to the single Crown entity established under section 93 of the LTMA that replaced Land Transport New Zealand and Transit New Zealand from 1 August 2008.