REGIONAL
Land Transport Plan
FOR TARANAKI 2021/22 – 2026/27

Taranaki
Regional Council

Working with people | caring for Taranaki

Regional Land Transport Plan for Taranaki

2021/22-2026/27

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FOREWORD

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

This *Regional Land Transport Plan for Taranaki* (the RLTP or the Plan) has been prepared by the Regional Transport Committee for Taranaki (the Committee) which is administered by the Taranaki Regional Council and includes representatives of all four councils in Taranaki, as well as Waka Kotahi NZ Transport Agency.

The Plan sets out Taranaki's strategic direction, priorities and proposed land transport activities for the next 6 years (1 July 2021 to 30 June 2027).

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

Included within are the region's long-term land transport aims, the immediate priorities for the roading network, the best ways to meet a raft of new challenges, and the development of bike trails.

As shown alongside, there are three key parts to the Plan. 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 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 2021-2024. 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.

Given the complex nature of the activities involved, the programme and funding sections of an RLTP are considered to be a snapshot in time that will continue evolving, particularly the cost and time estimates attributed to the projects. Indeed changes are almost inevitable - while the majority will be minor, a few are likely to require a formal variation to the Plan.

The 'strategic front end'	**Section 1** Introduction **Section 2** Strategic context – our region **Section 3** Strategic context – the planning environment **Section 4** Strategic framework **Section 5** Our ten-year investment priorities
The 'funding bid'	**Section 6** Programming of activities **Section 7** Funding the Plan
The 'round up'	**Section 8** Monitoring, reviews, variations, significance policies **Appendices** Maps of key regional routes Plan partners and their roles Regional trails vision Summary diagrams More detailed funding forecasts Legislative compliance aspects **Glossary**

Scope and structure of the Plan

On behalf of the Committee, I would like to thank all those individuals and organisations that contributed to the preparation of the Plan. I look forward to working with you in delivering better land transport outcomes in the future.

Councillor Matthew McDonald

Chair, Regional Transport Committee for Taranaki

CONTENTS

Appendices

List of figures

List of tables

1. INTRODUCTION

This document is the *Regional Land Transport Plan for Taranaki 2021/22 – 2026/27* (the Plan).

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 the diagram below, and explained in Section 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 six financial years from 1 July 2021 to 30 June 2027.
- Prioritises regionally significant land transport activities.
- Provides a ten-year forecast of anticipated revenue and expenditure on land transport activities.

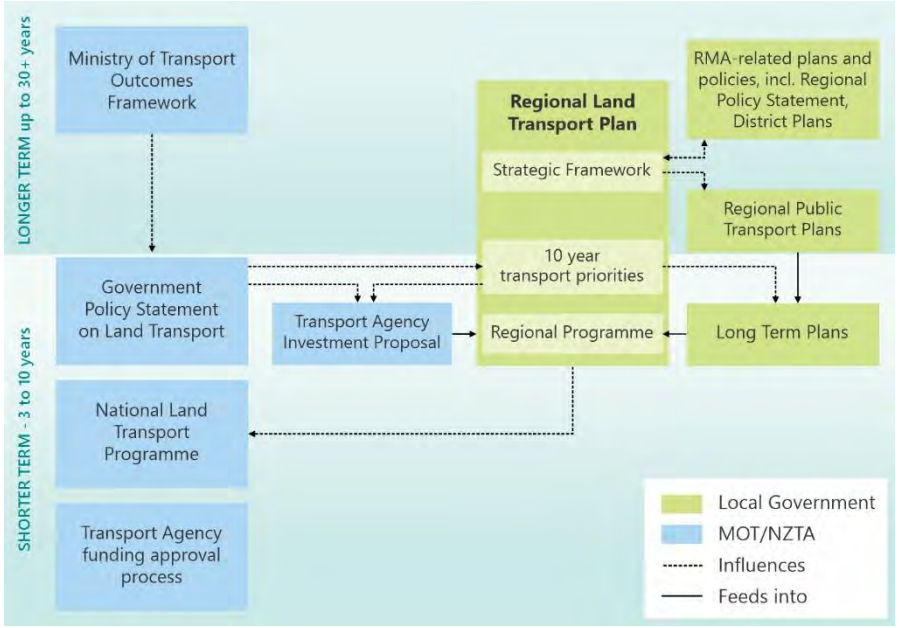

Figure 1: Plan's relationship within land transport planning and funding

1.2 Area covered

The Plan covers the Taranaki region, plus that part of the Stratford district that lies in the Manawatū-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

The Plan is a six-year document setting out the region's transport activities covering the six financial years from 1 July 2021 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.

The Plan further forecasts expenditure and revenue for an additional four years, to ten financial years in total (1 July 2021 to 30 June 2031).

Strategically, the Plan has a longer-term view over an approximately 30 year planning horizon (out to 2051).

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 8.3 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 has two key components which reflect the legislative requirements:

- a strategic policy framework, and
- a technical work programme setting out the regional transport programmes for Taranaki.

The first part of the Plan, the "strategic front-end", introduces the Plan (Section 1), provides the background (Section 2), strategic context (Section 3) and policy framework (Section 4) for transport investment decisions in the region.

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

Sections 4 and 5 of the Plan, amongst other things, set out the region's transport vision, objectives, targets and priorities.

Section 6 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 Provincial Growth Fund and NZ Upgrade Programme) 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 7.1 for further information).

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

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.

Geographically defined by one of New Zealand's most recognisable landmarks (Taranaki Maunga), the region consists of three very distinct landforms (refer to Figure 3 overleaf), 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 flatter land in southern Taranaki. 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.
- **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.

Additionally, 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 intensity 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 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 2.6).

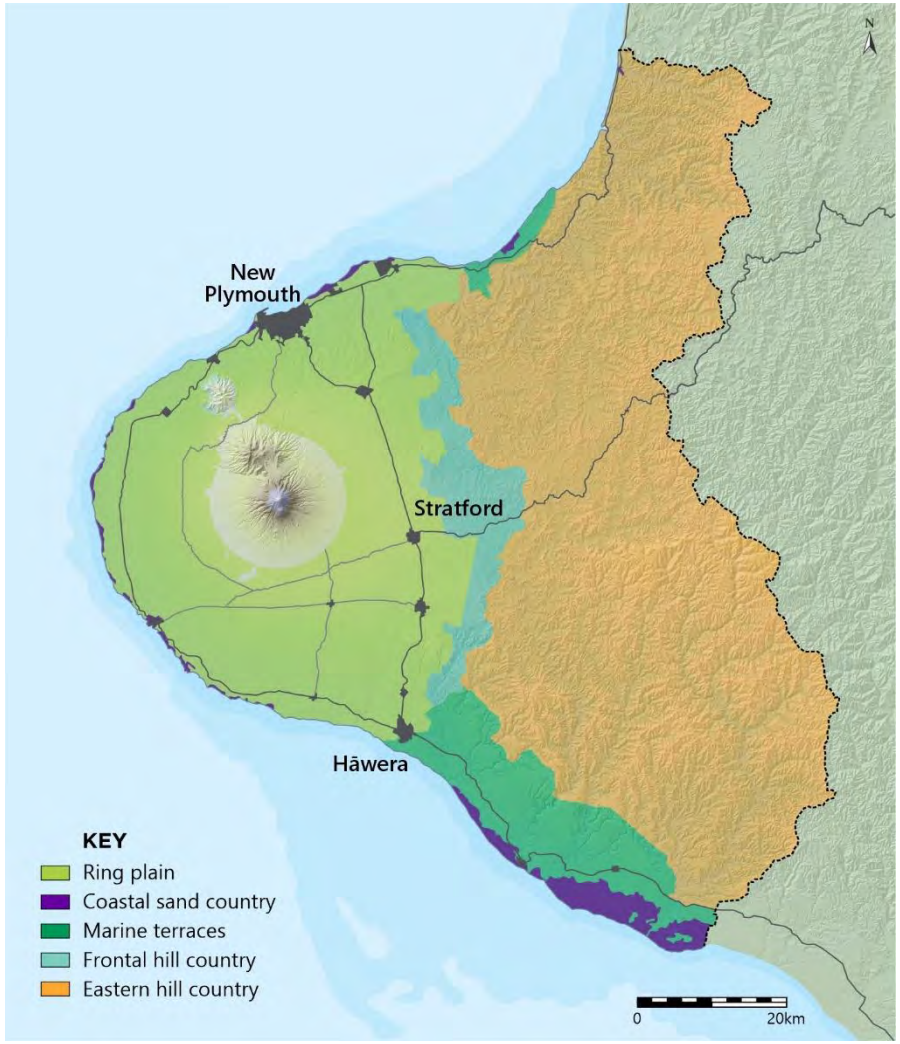

Figure 3: Major landforms of Taranaki

2.2 Regional economy

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 network of roads are 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.

In 2018-2019, Taranaki's GDP was 3.3%, higher than the national average of 3.0%. Historically a leading region for GDP generated per capita, this economic performance has been underpinned by the dairy and oil and gas sectors. The move to a low carbon economy poses challenges for Taranaki to maintain this.

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. It is the major poultry meat producing region in New Zealand, 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.

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.

Forests ready for harvesting are forecast to potentially peak in Taranaki over the next 5 to 15 years[1] before reducing to, or less than, current levels.

Energy

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 supplying 17% of New Zealand's self-sufficiency oil needs.[2]

Oil and gas are produced from 21 petroleum licenses / permits, all in the Taranaki basin. The most important fields are Kapuni, Maui, Pohokura and Kupe.[3]

[1] *National Exotic Forest Description, Table 9.7, 1 April 2013.*
[2] *Energy in New Zealand 2019. MBIE. October 2019.*
[3] *Energy in New Zealand 2019. MBIE. October 2019.*

The energy sector dominates Taranaki's economy, producing 28% of New Zealand's GDP and generating $2.08 billion annually.[4]

However, with the Government's decision to halt the permitting of future oil and gas exploration (in response to its climate change aspirations), it is widely recognised that Taranaki's energy sector will need to transition away from carbon-intensive towards low emissions energy sources.

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.

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.

[4] *Tapuae Roa: Make Way for Taranaki Strategy, August 2017, p.52.*

Tourism and events

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 becoming increasingly popular and recognised for organised musical, cultural, sporting and other events. 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 tourism sector is in a high growth phase, enhanced by the Lonely Planet travel guide naming Taranaki as the second best region to visit in the world for 2017. 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 3.4.

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, Oākura, 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 late 1990s and 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.

2.3 Our people

Population

Taranaki is home to over 117,000 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 80,000; Stratford in central Taranaki servicing about 9,000 people; and South Taranaki, including the main centre of Hāwera, with a population of approximately 27,000.

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

Taranaki's total population was 117,561 at the 2018 Census – an increase of 7.2% since the 2013 Census. The region has 2.5% of New Zealand's population, ranking it 10th in population size out of the 16 regions. The New Plymouth District recorded an 8.7% increase in population over this same period, with Bell Block, Highlands Park and the Barrett Zone being key growth areas.

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 disadvantaged in a region as they represent those people who are most likely to need transport assistance, which may include community transport where appropriate. 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.

According to the 2018 Census, 19.8% of the region's population is Māori (up from 16.5% in 2013), with 27.6% of the population of the South Taranaki district being Māori (up from 24.3%).

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 eight 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 Ngaa Rauru overlap the Manawatū-Whanganui region to the east and south.

During the lifespan of the Plan, Ngāti Maniapoto (to the north) are likely to become a ninth iwi for the region following their Treaty Settlement. As more Treaty of Waitangi claims are settled, iwi are becoming more active in resource use and development activities throughout the region.

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 4 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.

The state highways in the region (refer Figure 4) 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.

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

Table 1: 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 therefore 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.

[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).

[6] This excludes the 39.4 km of SH43 in the Stratford District located within the Manawatu-Wanganui 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.

Heavy vehicles

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

To increase the productivity of the road transport and move more freight on fewer vehicles, the Land Transport Rules have been amended. 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

Taranaki relies heavily on freight transport by road (95% of all freight movements from Taranaki in 2012[7]), with rail and coastal shipping also playing a role in moving freight within and into/out of the region.

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] *National Freight Demand Study, March 2014, p193.*

Figure 4: Overview of Taranaki's current land transport network

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 5) 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 an d 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.

During the life of the Plan, KiwiRail is proposing to maintain the network in Taranaki to its current level of service. 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.

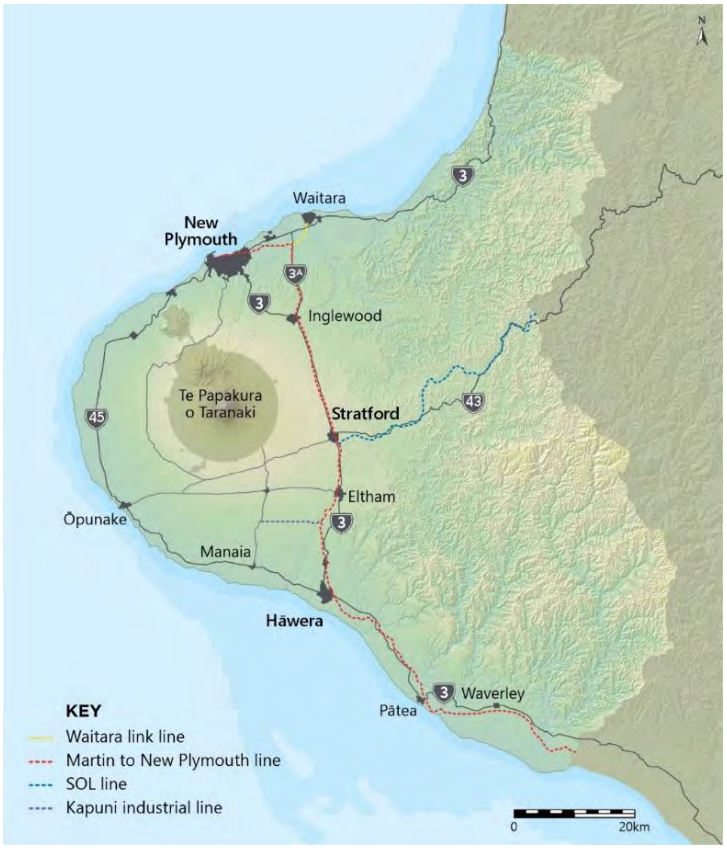

Figure 5: Taranaki's rail network

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. The Marton Rail Hub project, which was announced in April 2020, proposes to

establish (during 2021/22) a key logistics point in the Rangitīkei District for log transport to North Island ports.[8] Additionally, KiwiRail have been investigating[9] establishing a rail hub at Waverley in South Taranaki, which would also have significant implications for increasing the proportion of logs moved by rail.

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.

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 logs, agricultural feeds and fertilisers, road vehicle fuels, and project cargoes including those supporting new green energy development.

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. Future developments associated with cruise ship infrastructure at Port Taranaki could also enable opportunities to connect with this growing market in a post COVID-19 world.

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 becomingly 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.

[8] https://www.rangitikei.govt.nz/district/projects/marton-rail-hub

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

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 the region difficult. Therefore, the use of private and/or company motor vehicles 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 Oākura urban areas and once-a-week inter-town bus services operate from smaller rural centres such as Waverley, Manaia and Opunake. The Council remains heavily involved in a major inter-regional project to implement improved electronic ticketing systems throughout the bus network.

The Taranaki Regional Council, partnering with the Taranaki District Health Board (TDHB), 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.

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, Freedom Companion Driving Service, Ironside Vehicle Society and Driving Miss Daisy.

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, 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 – Walk Ride Bus is all about getting people in New Plymouth district to choose walking, riding or taking the bus over using cars for short trips. Let's Go encompasses both infrastructure changes, such as pathway upgrades, as well as attempts at changing people's attitude and behaviour through things like cyclist skills training, travel planning, events and competitions. The project has had wide-ranging successes.

Other walking and cycling initiatives (such as a 'round the mountain' cycle route) 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.

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.

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
SH45	Tourism route and access to New Plymouth and Hāwera from coastal Taranaki

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 regions along the western seaboard for coastal matters.

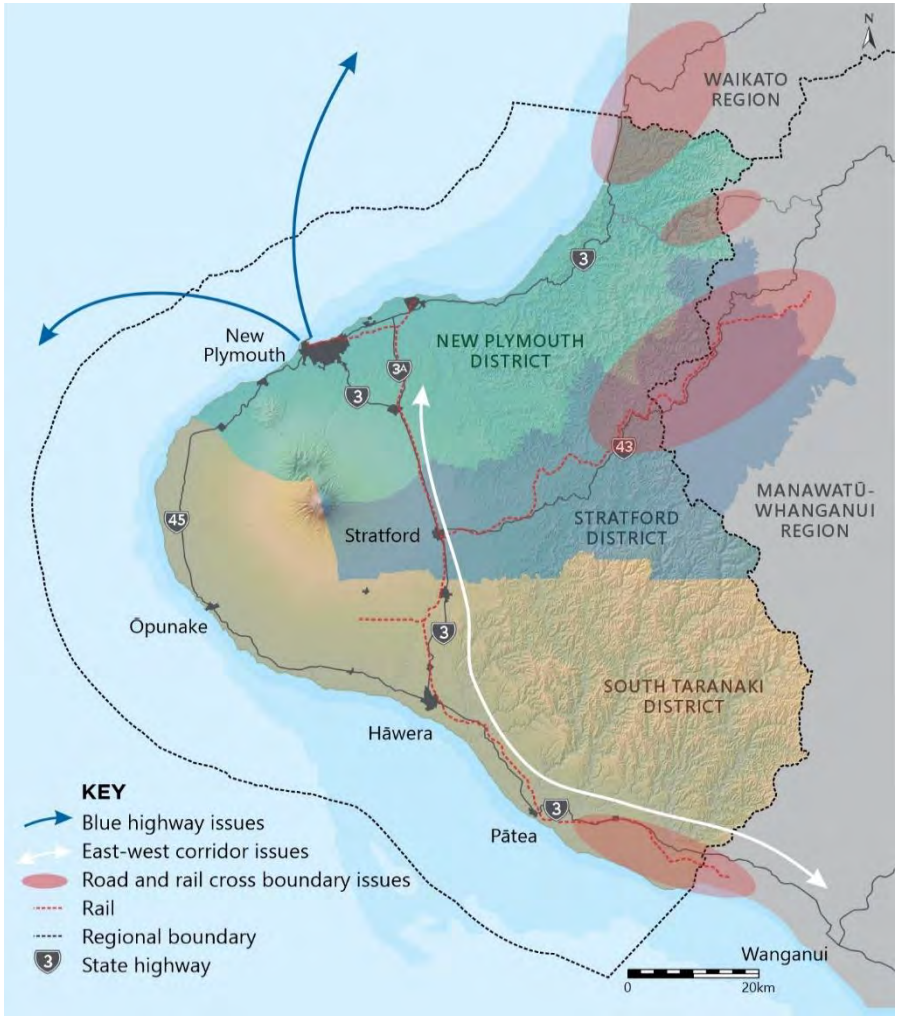

Figure 6: Location of Taranaki's strategic cross-boundary transport links

Figure 6 shows the main cross-boundary transport links of relevance to Taranaki, which are explained below:

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.

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.[10] 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 Mt Messenger to Awakino Programme in recent years.

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-Wanganui 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 remains 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.

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

[10] *Refer http://business.taranaki.info/content.php/page/the-road-ahead-economic-development-report-into-sh3-north.*

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 roro (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.

Coastal shipping is a potential factor going forward with the government committing money to investigate an improved coastal shipping service. A focus on coastal shipping could reduce the carbon footprint of heavy transport and features in the recommendations in the recently released Climate Change Commission draft proposal to the New Zealand government.

2.6 Issues and future opportunities

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.

This section identifies the key **issues and challenges** for land transport in Taranaki that sections 4, 5 and 6 of this Plan seek to address. Issues and challenges for 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.

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 7 is an example of an intervention hierarchy for National Land Transport Fund (NLTF) investments.

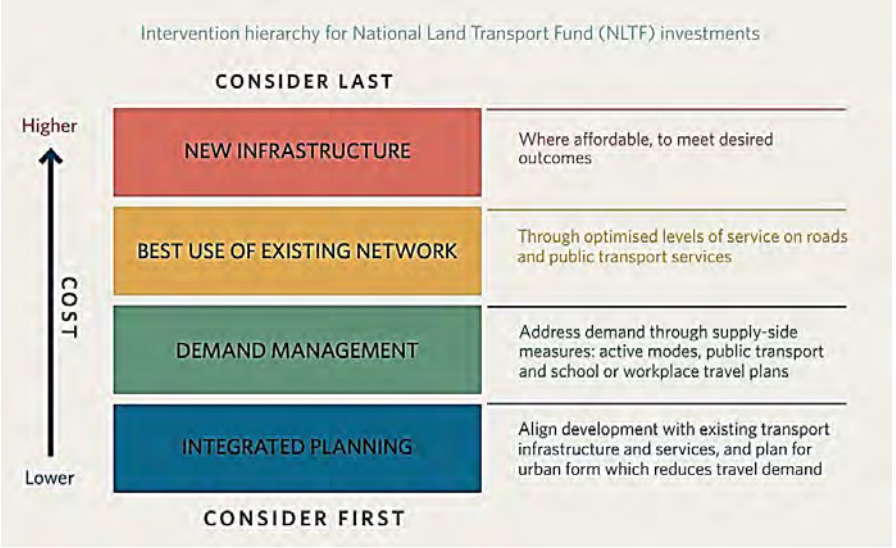

Figure 7: Intervention hierarchy for NLTFund investments (Waka Kotahi)

Issue 1 – Ensuring a regionally and nationally integrated transport network

Explanation

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

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

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

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

Local and regional investment programmes also need to be developed and optimised in the context of a whole-of-transport-system approach. This requires a one-network approach of working with and across partners, networks, modes and issues to develop an optimal and joined-up approach to delivering outcomes. It includes maximising the value of existing investments. 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 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.

As previously noted, rising costs coupled with declining national revenue and constrained funding at both national and local levels is impacting the ability to manage and develop our land transport system. Councils' challenge in funding the local share of transport costs (particularly with decreases in Funding Assistance Rate provision from Government) prevents many transport initiatives from being progressed. Furthermore, reductions in real terms of maintenance and operational budgets despite natural cost escalations mean that existing levels of service (LOS) must be reduced in some areas. There is therefore an even greater than usual need to identify priorities and drive efficiencies through a range of transport measures in order to get the most out of existing networks. Ensuring value for money and optimising existing transport networks for the best outcomes is fundamental.

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

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

Issue 2 – Facilitating growth and economic development

Explanation

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

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

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

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

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

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

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

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

Explanation

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

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

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

Taranaki is experiencing steady growth in vehicle kms travelled, along with an increasing population. Several intersections have become high risk with the

increase in traffic volume – with the New Plymouth district containing three of the country's Top 100 High Risk State Highway Intersections.

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

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

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

Explanation

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

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

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

Demographic aspects of the Taranaki region (including relatively low and dispersed populations) has implications for the provision of cost effective and viable public transport services and increased mobility. Taranaki has higher proportions of elderly and youth than the national average and this is likely to continue. 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.

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.[11]

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

[11] *Bus services in a small region like Taranaki cannot be viable without taxpayer and ratepayer support. Of note, the Taranaki Regional Council is investigating a step change in passenger transport services (through its long term planning process), including investigation of alternative fuel sources for the bus fleet. If adopted a variation to this Plan will ultimately be needed to acknowledge any increase in public transport coverage and/or frequency of services provided in the region.*


LET'S GO ON THE BUS
Citylink
call 0800 87 22 87
visit taranakibus.info

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

Explanation

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.

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

Global **climate change** is expected to result in more severe weather events that could have significant impacts on transport networks and infrastructure. While only a small proportion of Taranaki's road network is likely to be impacted by sea level rise resulting from climate change, networks in the north and east of the region are expected to come 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 infrastructure.

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

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

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

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

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

Explanation

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

Transport is currently responsible for about one-third of New Zealand's climate changing greenhouse gas emissions. An increased use of alternative and energy efficient transport modes is needed to combat transport emissions. Additionally, communities that have a well-integrated range of transport options available will be more resilient to external influences such as fuel price changes.

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

Climate change is already happening, and past emissions have locked in further change. In 2016, New Zealand ratified an international climate change agreement under the *United Nations Framework Convention on Climate Change*. Known as the Paris Agreement, New Zealand's current stated target under the agreement is to reduce greenhouse gas emissions by 30 percent below 2005 levels by 2030. He Pou a Rangi, the Climate Change Commission, was formed in November 2019. New Zealand has set itself the goal in the *Climate Change Response Act* of contributing to efforts to limit temperature increases to 1.5°C above pre-industrial levels. On 1 February 2021, the Climate Change Commission released its first package of draft advice to the Government, looking at the possible emissions reduction pathways to meeting the 1.5°C limit. This draft report proposes that transport emissions need to halve by 2035, and proposes a package of policies to rapidly decarbonise the transport sector — with a particular focus on changing travel behaviour alongside transitioning to an electric vehicle fleet.

Regional work is well underway in this space through *Taranaki 2050*.

3. 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.[12]

3.1 The Plan

This Plan has been prepared by the Committee, 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 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 III**). The process adopted in the development of the Plan, including consultation is summarised in **Appendix IV** while an assessment of the Plan's compliance with section 14 [Core requirements of regional land transport plans] is included in **Appendix V**.

3.2 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)**[13], 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.

[12] *Refer to* ***Appendix II*** *for an overview of Plan partners and their respective roles.*

[13] On 10 February 2021, the Government confirmed it will repeal and replace the Resource Management Act (RMA) this term - marking one of the biggest regulatory shake-ups in the environment space in New Zealand's history. Three pieces of legislation will replace the RMA: a core Natural and Built Environments Act (NBA), focused on land use and environmental regulation; a Strategic Planning Act (SPA) pulling together laws around development; and a Climate Change Adaptation Act (CAA) focused on managed retreat and its funding.

- 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 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.

3.3 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 8). 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.

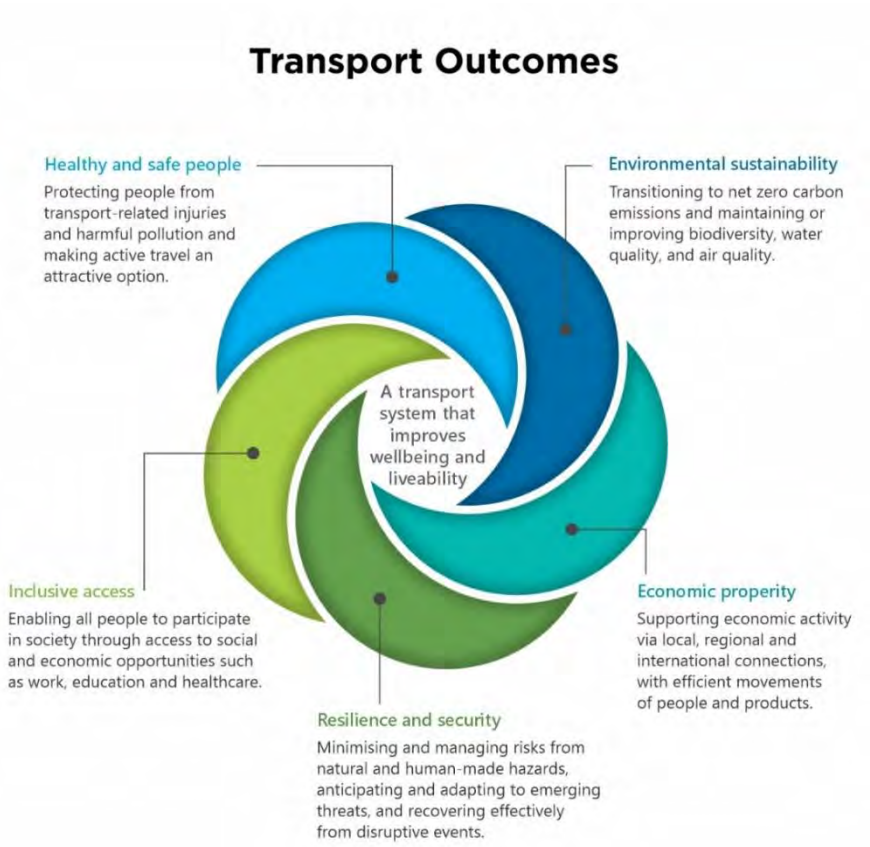

Figure 8: Diagram of the national Transport Outcomes Framework

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.

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.[14]

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

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

The current NZEECS includes 'Efficient and low-emissions transport' as one of three priority areas, with an associated target for electric vehicles make up two per cent of the vehicle fleet by the end of 2021.

The contribution of public transport (fleet and use) and efficient freight movement are recognised in the NZEECS and this has been taken into account in developing the policies and priorities in this Plan as required by the LTMA.[15]

Arataki

Arataki is the Waka Kotahi's 10-year view of what is needed to deliver on the government's current priorities and long-term objectives for the land transport system. *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, pan-regional and regional summaries.

A number of key insights are identified for the Taranaki region in *Arataki* and these have informed the development of this Plan. The step changes that are areas of 'high' focus for Waka Kotahi in relation to Taranaki when considered in the wider national context are to: Improve Urban Form; Transform Urban Mobility; Significantly Reduce Harms; Tackle Climate Change.

National Mode Shift Plan

Waka Kotahi's *National Mode Shift Plan* sets out national objectives and programmes to increase the share of travel by public transport, walking and cycling by shaping urban form, making shared and active modes more attractive, and influencing travel demand and transport choice.

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:

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[14] The New Plymouth District is predicted to grow by more than 10% from 2013 to 2023. The COVID-19 global pandemic has seen New Zealanders returning home from overseas, or not being able to travel overseas as planned. Though figures for how this is impacting on regional populations are not clear at the time of writing.

[15] 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.

- 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.

3.4 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 requirement to consider in the preparation of the regional land transport strategy and plan provisions to reduce emissions of greenhouse gases.
- The energy section identifies the need to maintain and implement an RLTS that encourages and promotes 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.

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 2021. 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. 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. Due to the 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 2021, adjustments to the RLTP may therefore need to be made following this date.

Regional Public Transport Plan

The Taranaki Regional Public Transport Plan (PT Plan) 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.

The PT Plan recognised challenges, such as ease of driving and high car ownership, negating for many the attractiveness of public transport. But recognised 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 fed into development of the PT Plan. The people of Taranaki want to see a low- or no-emissions public transport fleet, additional bus routes and more frequent services, and cheaper fares.[16]

While the PT Plan 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.

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.

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.

16

- *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.*

Another non-statutory plan of relevance is the Taranaki Stock Truck Effluent Disposal Strategy.

New Plymouth Centre City Strategy

The New Plymouth City Centre Strategy will be the guiding strategy for New Plymouth's city centre. It will set the strategic direction for the city centre over the next 30 years, providing New Plymouth District Council, its partners and the community, with a 'route map' to energising its role as the main community and employment hub and visitor destination.

The strategy will provide 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 Strategy (ITS)

The ITS will provide an agreed integrated transportation strategy with key partners that responds to the projected growth and identified strategic transport problems in the New Plymouth District Council 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 strategy would seek 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 guide and focus 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*.

Taranaki 2050/Tapuae Roa are strategies that were developed to provide a framework to promote development of the Taranaki region as a whole. As it

has with many communities, Covid-19 has been a 'disruptor' to the implementation of those strategies. It has also had a number of social and economic consequences for all communities, which will take time to recover from.

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.

Taranaki Trails Strategy and vision

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.

The Trust has developed a Taranaki Trails Strategy, key elements of which have been incorporated into this Plan that includes a commitment to map existing trails and opportunities and create a shared regional trail vision. Their draft vision is attached in **Appendix VI**.[17] This planning process represents an opportunity for the Trust to share and get input on their vision.

One Network Road Classification and 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 Road Classification* (ONRC) classifies the road transport network based on vehicle-based traffic volumes, strategic corridors and place of significance such as ports, airports and hospitals. ONRC reflects current travel demand and how communities are interconnected.

The Road Efficiency Group partnership is evolving the ONRC classifications to an updated system to be known as the *One Network Framework* (ONF). The updated 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 will also introduce 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.

During the 2021/24 period, Taranaki's road controlling authorities will advance their current ONRC network classifications and transition them into the new *One Network Framework* in time for the 2024/27 RLTP planning processes.

The *One Network Framework* will be used to define the strategic transport system, and enable a strategic reporting framework in the 2024 review of this Plan.

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.

[17] Note the vision is draft and suggested timing for projects on the map are indicative.

3.5 Other guiding influences

Key themes that have emerged since the 2018 RLTP include:

- 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 might outlast the crisis, particularly around consumers moving to remote channels.
- Work 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 may linger – with corresponding impacts on reduced public transport usage and a move to electric micro-mobility (e.g. eBikes and scooters).
- Has accelerated digital adoption

4. 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 framework[18] (refer section 4.1 below) and guide the setting of the region's own vision (refer section 4.2 below) and objectives (refer section 4.3 below) for transport.

The diagram below shows how each sections 4 and 5 tie together to form the strategic framework and action change for the region:

Vision (30 year)

- Describes the long term vision for transport in the region and describes the desired long-term future state

Objectives & Policies

- Describes what the region will do to deliver the 30-year vision and are designed to cover all elements of the desired long term state outlined in the vision.

Headline Targets (10 year)

- Describes what the council wants to achieve in the next 10 years to deliver on specific elements of the 30 year vision.

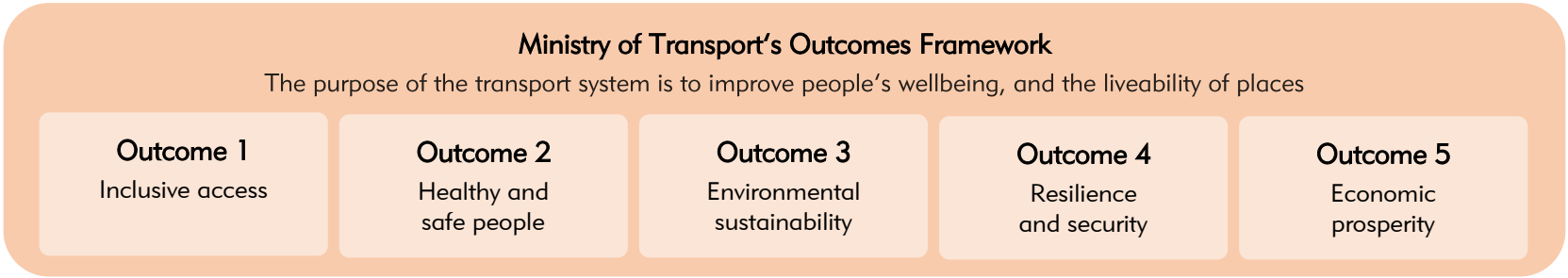
Transport Investment Priorities

- Describes the short-medium term focus for investment to achieve the vision and objectives

[18] Refer Section 3.3 for more detail

4.1 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 Section 3.3 including Figure 8.



4.2 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 transport system enhancing liveable places.

Explanation

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

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

4.3 Objectives and targets

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

Objective 1

Integrated

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

Objective 2

Enabling

An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.

Objective 3

Safe and healthy people

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

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.

Objective 5

Resilient and responsive

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

Objective 6

Environmentally sustainable

An energy efficient and environmentally sustainable land transport system.

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

Improving safety

A 40% reduction in deaths and serious injuries

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

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

Increasing mode shift

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

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

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

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. 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 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 8 of this Plan. [19]

[19] 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.

4.4 Policies and measures (methods)

Set out in the tables below are the policies and measures (methods) to give effect to individual objectives identified in Section 4.3 of this Plan. The policy codes given are used to reference these against activities 'programmed' in Section 6. Note that the policy framework (i.e. the relationship between the issues, objectives and policies) is summarised in **Appendix VII**.

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)
I1	Take a one network approach to managing the transport system.	▪ 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 developing and implementing land transport activities. ▪ 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, 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. ▪ 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.
I2	Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner	
I3	Ensure road standards are developed to meet ONF requirements and support land use change.	

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

Ref.	**Policies** to achieve this objective	**Measures** (methods)
G1	Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.	▪ RTC recognising the role of an effective, efficient, integrated land transport infrastructure to lead or promote continued economic development and investment in agriculture, forestry, mining and quarrying (particularly oil and gas), engineering and tourism. ▪ RCAs continuing incremental improvements to the overall performance of the whole transportation network, including rail, air and sea linkages – a one network approach. ▪ 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 ensure continued economic development opportunities. ▪ Waka Kotahi addressing potentially vulnerable areas of SH3 North / SH3 South / SH43 that would affect regional route security. ▪ RCAs, with affected stakeholders, providing reliable land transport linkages to air and sea modes, including to and from New Plymouth airport, corridor protection of State Highway 44 (or a suitable alternative if feasible) to Port Taranaki, taking into consideration the possible expansion of Port and airport operations and facilities. ▪ RTC promoting investigations by central government and/or relevant crown entities and state owned enterprises on the opportunities and costs of inland freight hub developments. ▪ RTC promoting and supporting the sealing of SH43. ▪ RTC, with KiwiRail, ensuring current and future reliability of the rail network to accommodate anticipated growth in freight movements. ▪ RCAs identifying future growth pressures on the network and forward planning to address those pressures, including the impact of subdivision development. ▪ RCAs identifying and addressing congested areas on the network particularly around New Plymouth. ▪ RTC advocating for improvements to the efficiency and effectiveness of existing networks for all transport modes (including rail, air and sea). ▪ RCAs addressing any deterioration in road surfaces and conflicts between heavy vehicles and other road users arising from industry growth. ▪ RCAs ensuring sufficient funding of strategic transport infrastructure so as not to hinder future economic growth and development.
G2	Focus on effective and efficient 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.	

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.	▪ RCAs ensuring and supporting improvements to roading infrastructure, such as road alignment, signage, bridge widths, road markings, and surfaces which fall below the levels of service under the ONF. ▪ RCAs addressing safety issues at intersections and crossings. ▪ RCAs increasing provision of passing lanes and/or passing opportunities, roundabouts 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. ▪ RCAs adopting appropriate design to encourage safe walking and cycling, particularly in association with major road and bridge improvement projects. ▪ RTC actively encouraging a culture of safe road use in Taranaki. ▪ RTC supporting the efforts of Roadsafe 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 the *Land Transport Rule: Setting of Speed Limits 2021* – 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 *Road to Zero* 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.
S2	Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users.[20]	
S3	Support the aims of *Road to Zero* and Roadsafe Taranaki.	

[20] '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.

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.	▪ RTC promoting the development of secure, reliable and efficient land transport infrastructure to provide appropriate access to public health services and facilities. ▪ TRC identifying and addressing inequities in access to public health services and facilities, employment or social services, and therefore social interaction. ▪ RTC ensuring that opportunities for access to health, education, employment and leisure activities are catered for. ▪ Waka Kotahi and TRC providing efficient, reliable, cost effective and viable public transport services in the region. ▪ TRC investigating and trialling increasing the level of public transport provision in the region. ▪ 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. ▪ RTC promoting active modes of transport (e.g. walking and cycling) and hence increased opportunities for physical activity and social interaction.
A2	Optimise existing capacity in the transport network through travel demand management measures and improved use of technology.	▪ RTC supporting the *Let's Go* project aims of enabling, educating and encouraging people to make the shift from cars to walking and cycling. ▪ Waka Kotahi and TRC providing for the needs of the transport disadvantaged (e.g. those that do not have access to a private motor vehicle). ▪ RCAs encouraging use of alternative transport modes that would enhance public health and safety, and minimising conflicts between traffic types – including physical separation measures where possible. ▪ 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.

A3	Ensure a range of travel options are available to the region's residents, including the transport disadvantaged[21].	▪ 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. ▪ TRC and RCAs providing for daily commuter movement between north and south Taranaki to access employment or education opportunities, including park-and-ride facilities to support the use of carpools, vanpools and public transport. ▪ TRC providing the 'Connector' Hāwera to New Plymouth regional daily bus service connecting north and south Taranaki. ▪ RCAs providing safe alternative access for pedestrians when road works are occurring (including wheelchairs/mobility scooters/pushchairs where practicable). ▪ RTC encouraging accessibility audits, where appropriate, by children and those in the disability community to get user input into design and improvements.
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.	▪ RCAs identifying potential network resilience issues and taking steps to remedy these. ▪ RCAs ensuring that roading structures carrying key lifeline utilities are reliable, particularly bridges. ▪ RCAs, their contractors, and the NZ Police ensuring appropriate transport incident management processes are in place. ▪ RCAs supporting the Taranaki Lifelines Advisory Group in identifying key regional infrastructure vulnerabilities and preparing for any infrastructure outage incidents. ▪ RCAs reducing infrastructure outage risks and minimising restoration time when outages occur. ▪ 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.
R2	Protect routes with lifeline functions.	

[21] '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)

Objective 6 – Environment: An energy efficient and environmentally sustainable land transport system.		
Ref.	**Policies** to achieve this objective	**Measures** (methods)
E1	Ensure the development and maintenance of transport infrastructure is undertaken in a manner that minimises adverse environmental impacts.	▪ RTC promoting energy efficiency, particularly via the promotion of alternative modes of transport, and alternative fuels. ▪ RTC supporting land transport initiatives, projects or activities that reduce greenhouse gas emissions arising from the land transport network, such as through walking, cycling and public transport or enhanced network efficiency. ▪ RTC encouraging and supporting more energy efficient transport modes such as walking, cycling, public transport services and increased vehicle occupancy. ▪ TRC addressing adverse environmental effects associated with transport, including emissions to air, noise and vibrations and the discharge of water pollutants from road runoff. ▪ RCAs ongoing consideration of possible heavy vehicle bypass routes of residential/commercial areas where appropriate. ▪ RCAs maximizing network efficiency on the roading network, including through travel demand management practices. ▪ RTC promoting and supporting the *Taranaki 2050* 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, active transport modes, and the use of rail to reduce traffic congestion (and carbon emissions) associated with our roads. ▪ 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 advocating for an improved regional network of low-emission supporting infrastructure to enable greater low-emission usage.
E2	Encourage and develop transport choices that promote energy efficiencies and public health.	
E3	Encourage and develop transport infrastructure and alternative technology that minimises carbon emissions (e.g. electric vehicle infrastructure).	

5. TRANSPORT INVESTMENT PRIORITIES

5.1 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 (2021 to 2030) to help address the region's most urgent and significant land transport problems.[22]

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

- **Safety**: Increases in the volume and diversity of traffic and unsafe driving on roads is leading to higher levels of congestion, conflicts, and crashes.
- **Growth**: Increased diversity of economic activity (such as logging and tourism) is placing pressure on the network's capability to meet current and future requirements.
- **Travel choice and access**: Limited transport options and capacity of our current infrastructure, particularly for small rural communities, adversely affects access, services and community wellbeing.
- **Resilience**: Lack of resiliency of the transport network to events can isolate the region and communities, impacting on economic and social wellbeing.
- **Environmental sustainability**: Barriers, inertia to change and low population hinders the region to adopt changes and transport modes to meet our carbon reduction and environmental aspirations.

The benefits of addressing these problems are:

- Safe, efficient and more reliable network for all modes of transport.
- Enables economic development in the region, improving business confidence and enhancing the region's attractiveness to residents, visitors and businesses.
- The transport network is fit for current and future demands that improve environmental outcomes.
- Improved security of critical regional and national supply routes and reduced risk of adverse economic impacts.
- Improved liveability of communities and quality lifestyle choices that are well supported by transport choices.

In response to these problems and investment benefits, ten-year transport investment priorities have been determined as detailed in Section 5.2, with a strategic alignment overview provided in Section 5.3.

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.

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

5.2 Transport priorities

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

Table 2: Taranaki's transport investment priorities for 2021 to 2030

Investment priorities for the Plan	Reference code
Improve safety at high-risk intersections and on high-risk roads.	IP1 (Safety)
Improve resilience and responsiveness of the transport network, with a focus on addressing ageing infrastructure and the impacts of logging traffic on state highways and local roads.	IP2 (Resilience)
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)

5.3 Strategic alignment

Table 2 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, and the strategic objectives of this Plan. Collectively, the priorities align with all the outcomes, priorities and objectives in these documents.

Table 3: Strategic alignment of Plan's ten-year investment priorities

	MOT Outcomes					GPS 2021 Priorities				RLTP Objectives						RLTP Targets		
Taranaki's ten-year (2021-2030) investment priorities for the Plan	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	Accessible	Resilient and responsive	Environmentally sustainable	Improving safety	Increasing mode shift	Improving reliable connectivity
IP1 (Safety) – Improve safety at high-risk intersections and on high-risk roads.		✓				✓						✓				✓		
IP2 (Resilience) – Improve resilience and responsiveness of the transport network, with a focus on addressing ageing infrastructure and the impacts of logging traffic on state highways and local roads.				✓	✓			✓			✓			✓				✓
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.		✓					✓		✓	✓					✓		✓	

6. PROGRAMMING OF ACTIVITIES

This section outlines the land transport activities being proposed for funding during the six years of the Plan – 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 6.1, Table 4
Major works in progress from previous Plan	Section 6.2, Table 5
Proposed 'regionally significant' activities	Section 6.3, Table 6
Activities of inter-regional significance	Section 6.4 – list
Activities proposed to be varied, suspended or abandoned	Section 6.5 – none
Activities included for future consideration	Section 6.6, Table 7

Proposed activities are divided into two main categories in accordance with the policy that the Committee adopted for this purpose (refer to Section 8.4):

- **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 4, Section 6.1.
- **Proposed 'regionally significant' activities**
  These activities were determined by the Committee to be of regional significance and therefore requiring 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 2015-21 Plan.
- **Activities included for future consideration** 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 4, 5 and 6 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 7.1 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 13 Policy Framework Summary in Appendix VII for an explanation of the abbreviations used in this column, or Section 4.4 Policies and measures (methods) for more detail.*

Draft bid figures *– The details of activities within the Plan are those as provided by each organisation for the consultation draft* ***as at 17 February 2021****, and 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.*

6.1 Proposed 'business as usual' activities

Table 4 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 six-year duration of the Plan, with the exception of some of the Transport Planning work which is project specific.

Table 4: Proposed 'business as usual' activities in the Taranaki region

Org.	Activity name	Phase	Activity Class	Expected start & duration (months)	Total cost estimate ($)							Expected funding sources	FAR from NLTF	Requested NLTFund share (over 6 year RLTP)	Contribution to regional policies
					NLTP 2021-24			NLTP 2024-27			6 year RLTP				
					2021/22	2022/23	2023/24	2024/25	2025/26	2026/27					
Department of Conservation (Taranaki)															
DOC	Maintenance, Operations and Renewals Programme 2018-21	SPR	8 - Local road maintenance	Jul2021 (72)	6,727	6,727	6,727	6,862	6,999	7,139	**$ 41,180**	N (51%) & C	51%	$ 21,002	G1, G3, S3, A1, F2
DOC	Low Cost Low Risk Improvements	SPR	12 - Local road improvements	Jul2021 (72)	-	-	100,000	34,000	34,680	35,374	**$ 204,054**	N (51%) & C	51%	$ 104,067	S1-S2, S3, G3
New Plymouth District Council															
NPDC	Maintenance, Operations and Renewals Programme 2018-21	Local Roads	8 - Local road maintenance	Jul2021 (72)	22,503,506	20,662,648	23,459,874	19,551,179	22,727,945	22,662,697	**$ 131,567,849**	N (51%) & L	51%	$ 67,099,603	I1-I3, G2-G3, S1-S3, A1-A3, R1-R2, E1-E2
NPDC	Maintenance, Operations and Renewals Programme 2018-21	SPR	8 - Local road maintenance	Jul2021 (72)	92,259	95,468	138,598	102,037	102,866	143,751	**$ 674,979**	N (100%)	100%	$ 674,979	I1-I3, G1, G3, S1, S3, A1, E2
NPDC	Low Cost Low Risk Improvements	Local Roads	12 - Local road improvements	Jul2021 (72)	2,442,939	4,446,939	5,031,939	4,360,400	4,829,000	2,490,400	**$ 23,601,617**	N (51%) & L	51%	$ 12,036,825	S1, S2, S3. G3. A3. I2
NPDC	Low Cost Low Risk Improvements	SPR	12 - Local road improvements	Jul2021 (72)	-	-	-	-	-	-	**$ -**	N (100%)	100%	$ -	S1, S3, G3. A3
NPDC	Devon St East and Tukapa St ONF	Local Roads	1 - Investment management	Jul2021 (72)	75,000	75,000	-	-	-	-	**$ 150,000**	N (51%) & L	51%	$ 76,500	I3, S1, S2, A1, G1
NPDC	Road Safety Promotion - Let's Go Programme	Local Roads	23 - Road to Zero	Jul2021 (72)	916,498	929,558	942,879	1,022,937	1,043,395	1,064,263	**$ 5,919,530**	N (63%) & L	63%	$ 3,729,304	S3, A1, A3, E2
NPDC	Low Cost Low Risk Improvements	Local Roads	3 - Walking and cycling improvements	Jul2021 (72)	1,460,000	2,565,000	1,890,000	1,490,500	2,752,200	1,336,500	**$ 11,494,200**	N (51%) & L	51%	$ 5,862,042	S3, E2, A3, A1
NPDC	Low Cost Low Risk Improvements	Local Roads	23 - Road to Zero	Jul2021 (72)	155,000	1,000,000	210,000	484,000	66,000	660,000	**$ 2,575,000**	N (51%) & L	51%	$ 1,313,250	S1, S2, S3. G3. A3. I2

Org.	Activity name	Phase	Activity Class	Expected start & duration (months)	Total cost estimate ($)							Expected funding sources	FAR from NLTF	Requested NLTFund share (over 6 year RLTP)	Contribution to regional policies
					NLTP 2021-24			NLTP 2024-27			6 year RLTP				
					2021/22	2022/23	2023/24	2024/25	2025/26	2026/27					
South Taranaki District Council															
STDC	Maintenance, Operations and Renewals Programme 2018-21	Local Roads	8 - Local road maintenance	Jul2021 (72)	7,969,538	7,969,538	7,969,538	8,043,633	8,118,470	8,194,054	**$ 48,264,771**	N (63%) & L	63%	$ 30,406,806	I1, I2, I3, G1, G3, A1, R1, R2
STDC	Low Cost Low Risk Improvements	Local Roads	12 - Local road improvements	Jul2021 (72)	8,074,692	7,980,692	8,059,692	7,642,289	7,975,712	7,609,969	**$ 47,343,046**	N (63%) & L	63%	$ 29,826,119	S1, S2, S3, R1, G3
STDC	Community Road Safety Promotion	Implementation	23 - Road to Zero	Jul2021 (72)	560,000	560,000	560,000	560,000	560,000	560,000	**$ 3,360,000**	N (63%) & L	63%	$ 2,116,800	S1, S2, S3, I1, I2, E2
STDC	Low Cost Low Risk Improvements	Local Roads	23 - Road to Zero	Jul2021 (72)	600,000	370,000	100,000	350,000	225,000	450,000	**$ 2,095,000**	N (63%) & L	63%	$ 1,319,850	S1, S2, S3, R1, G3
Stratford District Council															
SDC	Maintenance, Operations and Renewals Programme 2018-21	Local Roads	8 - Local road maintenance	Jul2021 (72)	7,029,900	6,841,900	6,769,900	7,330,000	7,330,000	7,330,000	**$ 42,631,700**	N (61%) & L	61%	$ 26,005,337	I1, I2, I3, G1, G3, A1, R1, R2
SDC	Maintenance, Operations and Renewals Programme 2018-21	SPR	8 - Local road maintenance	Jul2021 (72)	237,000	237,000	237,000	287,000	287,000	287,000	**$ 1,572,000**	N (100%)	100%	$ 1,572,000	I1, I2, I3, G1, G3, A1, R1, R2
SDC	Low Cost Low Risk Improvements	Local Roads	12 - Local road improvements	Jul2021 (72)	485,000	485,000	985,000	480,000	480,000	480,000	**$ 3,395,000**	N (61%) & L	61%	$ 2,070,950	S1, S2, S3, R1, G3
SDC	Low Cost Low Risk Improvements	SPR	12 - Local road improvements	Jul2021 (72)	15,000	15,000	15,000	20,000	20,000	20,000	**$ 105,000**	N (100%)	100%	$ 105,000	S1, S2, S3, R1, G3
SDC	Low Cost Low Risk Improvements	Local Roads	23 - Road to Zero	Jul2021 (72)	330,000	75,000	75,000	200,000	200,000	200,000	**$ 1,080,000**	N (61%) & L	61%	$ 658,800	S1, S2, S3, R1, G3
Taranaki Regional Council															
TRC	Public Transport Programme	Operations	4 - Public transport services	Jul2021 (72)	5,471,219	5,690,068	5,917,670	6,154,377	6,400,552	6,656,574	**$ 36,290,461**	N (51%) & L	51%	$ 18,508,135	A1, A2, A3, E2, E3
TRC	Low Cost Low Risk Improvements	Public transport	4 - Public transport services	Jul2021 (72)	300,000	306,900	312,731	318,673	324,728	330,898	**$ 1,893,930**	N (51%) & L	51%	$ 965,904	A1, A2, A3, E2, E3
TRC	Public Transport Infrastructure	Operations	5 - Public transport infrastructure	Jul2021 (72)	305,000	311,100	317,322	323,668	330,142	336,745	**$ 1,923,977**	N (51%) & L	51%	$ 981,228	A1, A3, E2, S3, I2
TRC	Regional Land Transport Planning Management	Programme BC	1 - Investment management	Jul2021 (72)	102,000	104,040	106,121	108,243	110,408	112,616	**$ 643,428**	N (51%) & L	51%	$ 328,148	I1, A2, E2
TRC	Taranaki PT Network Review	Programme BC	1 - Investment management	TBD	40,000	5,000	5,000	5,000	20,000	5,000	**$ 80,000**	N (51%) & L	51%	$ 40,800	I1, I2, A1, A2, A3, E2, E3
Waka Kotahi NZ Transport Agency (Taranaki Highways)															
NZTA	Maintenance, Operations and Renewals Programme 2018-21	Implementation	9 - State highway maintenance	Jul2021 (72)	24,042,814	26,133,382	27,361,514	27,908,745	28,466,920	29,036,258	**$ 162,949,633**	N (100%)	100%	$ 162,949,633	I2- I3, G2-G3, S1-S3, A1, A2, R2
NZTA	Low Cost Low Risk Improvements	Implementation	13 - State highway improvements	Jul2021 (72)	1,000,000	1,020,000	1,040,400	1,061,208	1,082,432	1,104,081	**$ 6,308,121**	N (100%)	100%	$ 6,308,121	I2- I3, G2-G3, S1-S3, A1-A2, R1-R2
NZTA	Strategic BC Development	Detailed BC	1 - Investment management	Jul2021 (24)	250,000	250,000	-	-	-	-	**$ 500,000**	N (100%)	100%	$ 500,000	I1-I3, G1-G3, S1-S3, R1-R2
NZTA	Programme BC Development	Investigation	13 - State highway improvements	Jul2022 (24)	-	250,000	250,000	-	-	-	**$ 500,000**	N (100%)	100%	$ 500,000	I1-I3, G1-G3, S1-S3, R1-R2
NZTA	Low Cost Low Risk Improvements	Implementation	23 - Road to Zero	Jul2021 (12)	845,574	-	-	-	-	-	**$ 845,574**	N (100%)	100%	$ 845,574	I1-I3, G1-G3, S1-S3, R1-R2

6.2 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 2021 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 completion[23].

Table 5: 'Committed projects' – major works in progress

Org.	Project	Description	Phases still to be completed	Estimated project duration	Total cost (including pre-Jul2021)	Estimated remaining expenditure			Funding Source	Activity Class
						2021/22	2022/23	2023/24		
NZTA	SH3 Awakino Gorge to Mt Messenger Corridor Improvements	A package of works to improve safety, freight efficiency and resilience. Includes improved passing opportunties.	Implementation	Jul2016-Jun2023	28,644,736	6,631,273	280,113	-	C & N	State highway improvements
NZTA	SH3 Mt Messenger Bypass	Bypass of the existing winding road alignment at Mt Messenger on State Highway 3 between Hamilton and New Plymouth.	Property & Construction	Jul2016-Jun2024	156,227,579	37,711,722	27,714,836	52,492,343	C & N	State highway improvements
NZTA	SH3 Waitara to Bell Block Route Improvements: Waitara to SH3/3A	A package of works to make the route safer and support growth in Waitara and Bell Block. High-risk intersections will be improved and safety features such as median barrier, wide centrelines and road markings will be implemented.	Pre-implementation, Implementation & Property	Nov2019-Jun2024	24,846,356	8,000,000	10,600,000	3,000,000	N	Road to Zero
NZTA	SH3 Waitara to Bell Block Route Improvements: SH3/3A to Bell Block	A package of works to make the route safer and support growth in Waitara and Bell Block. High-risk intersections will be improved and safety features such as median barrier, wide centrelines and road markings will be implemented.	Pre-implementation, Implementation & Property	Nov2019-Jun2023	6,749,973	2,600,000	2,600,000	-	N	Road to Zero
NZTA	SH43 Forgotten World Highway - Tangarakau Gorge Seal Extension	Completing 12km of seal extension through the Tangarakau Gorge.	Pre-implementation & Implementation	Jul2018-Mar2022	9,596,076	7,690,000	-	-	C (PGF)	State highway improvements
NZTA	SH43 Corridor Improvements	Wide range of works for safety, resilience, and tourism purposes. Includes bridge replacements, safety barrier treatments and signage improvements.	Pre-implementation, Implementation & Property	Jul2019-Dec2023	13,431,771	6,208,965	2,472,565	-	C (NZUP)	State highway improvements
STDC	Nukumaru Station Road Extension	A new 6km road extension from Nukumaru Station Road to Waiinu Beach Road, Waitotara, to provide resilient access.	Implementation	Mar2021-Dec2021	10,100,000	TBC	-	-	C (SR)	Local road Improvements
NZTA	Taranaki State Highway Speed Management Guide Implementation	The project seeks to deliver safety treatments such as speed management, delineation improvements, and threshold/channelization treatments to reinforce the safe and appropriate speed of the state highway.	Pre-implementation & Implementation	Dec2020-Jun2022	845,574	845,574	-	-	N	Road to Zero
NZTA	SH3 Hawera to New Plymouth (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.	Pre-implementation & Implementation	Dec2020-Jun2024	25,668,000	11,728,000	9,840,000	4,100,000	N	Road to Zero

[23] 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 are still seeking funding (refer Section 6.5)

6.3 Proposed 'regionally significant' activities

Table 6 below outlines the activities proposed for inclusion in the Plan that have been classed as 'regionally significant'. These are listed in the order of priority assigned by the Committee, with some projects given equal priority ranking.

Table 6: Regionally significant activities proposed for funding

Org.	Activity name	Description	Activity class	Phase(s)	Expected start & duration (months)	Total cost estimate ($)							Expected funding sources	FAR from NLTF	Requested NLTFund share (over 6-year RLTP)	Contribution to regional policies	Ten-year investment priority	Regional priority
						NLTP 2021-24			NLTP 2024-27			6 year RLTP						
						2021/22	2022/23	2023/24	2024/25	2025/26	2026/27							
NZTA	**SH3 Waitara to Bell Block Route Improvements: Waitara to SH3/3A**	A package of works to make the route safer and support growth in Waitara and Bell Block. High-risk intersections will be improved and safety features such as median barrier, wide centrelines and road markings will be implemented.	Road to Zero	Pre-implement.	2019/20 (24)	1,200,000	1,200,000	500,000				**2,900,000**	N	100%	$ 2,900,000	S1, S2, S3, G1, G2, G3, I3, R2	IP1 (Safety)	**1**
				Implementation	2020/21 (36)	4,000,000	9,400,000	2,500,000	-	-	-	**15,900,000**	N	100%	$15,900,000			
				Property	2020/21 (24)	2,800,000	-	-	-	-	-	**2,800,000**	N	100%	$ 2,800,000			
NZTA	**SH3 Waitara to Bell Block Route Improvements: SH3/3A to Bell Block**	A package of works to make the route safer and support growth in Waitara and Bell Block. High-risk intersections will be improved and safety features such as median barrier, wide centrelines and road markings will be implemented.	Road to Zero	Pre-implement.	2019/20 (24)	800,000	800,000					**1,600,000**	N	100%	$ 1,600,000	S1, S2, S3, G1, G2, G3, I3, R2	IP1 (Safety)	**1**
				Implementation	2020/21 (36)	1,800,000	1,800,000	-	-	-	-	**3,600,000**	N	100%	$ 3,600,000			
NPDC	**Airport Drive Improvements**	Airport Drive roundabout - local road roundabout servicing Area Q	Local Road Imprvmts	Implementation	Dependent on NZTA's SH3 works	2,100,000	-	-	-	-	-	**2,100,000**	N & L	51%	$ 1,071,000	S1, S2, S3, G1, G2, G3, I3, R2	IP4 (Access)	**1**
NZTA	**SH3/3A New Plymouth to Hawera**	Packaged safe system transformation activities +	Road to Zero	Business Case	2022/23 (12)	-	652,350	-	-	-	-	**652,350**	N	100%	$ 652,350	S1, S2, S3, G1, G2, G3, A1, A2, A3, I3, R2	IP1 (Safety)	**2**
				Pre-implement.	2022/23 (36)	-	4,750,331	6,523,500	1,773,169	-	-	**13,047,000**	N	100%	$13,047,000			
				Implementation	2023/24 (48)	-	-	12,984,238	17,830,900	17,830,900	17,830,900	**66,476,938**	N	100%	$66,476,938			
				Property	2022/23 (36)	-	3,562,748	4,892,625	1,329,877	-	-	**9,785,250**	N	100%	$ 9,785,250			
NPDC	**Coastal Pathway extension to Waitara**	Extension of the Coastal Pathway from Bell Block to Waitara for improved community wellbeing, safety and active mode share.	Walking & Cycling	Implementation	2021/22 (96)	1,156,000	2,367,000	1,147,000	2,953,000	2,453,000	4,692,600	**14,768,600**	N & L	51%	$ 7,531,986	A3, S3, I2, E2, A1,	IP3 (Choices)	**3**
NPDC #	**SH3 Cumberland / Coronation Intersection Signalisation**	Improving freight connections and network resilience	Local Road Imprvmts	Implementation	2025/26	-	-	-	99,000	649,000	-	**748,000**	N & L	51%	$ 381,480	S1, S2, S3, I2, G1, A2	IP1 (Safety)	**4**
NPDC #	**SH45 Morley / Vivian Intersection Signalisation**	Improving freight connections and network resilience	Local Road Imprvmts	Implementation	2025/26	-	-	-	55,000	495,000	-	**550,000**	N & L	51%	$ 280,500	S1, S2, S3, I2, G1, A2	IP1 (Safety)	**5**
NPDC #	**SH3 Henwood Rd Signalisation**	Safety and network resilience	Local Road Imprvmts	Implementation	2024/25	-	-	50,000	495,000	-	-	**545,000**	N & L	51%	$ 277,950	S1, S2, S3, I2, G1, A2	IP1 (Safety)	**5**
SDC	**Brecon Road Extension**	Improving connectivity, resilience and active mode opportunities.	Local Road Imprvmts	Pre-implement.	2023/24	-	250,000	250,000	-	-	-	**500,000**	N & L	61%	$ 305,000	E2 ,A1, A3, S2, S3	IP3 (Choices)	**6**
				Implementation	2024/25 (24)	-	-		500,000	6,000,000	4,500,000	**11,000,000**	N & L	61%	$ 6,710,000			

+ NZTA have been unable to provide a more detailed descriptor for this project to date.

 # 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.

Org.	Activity name	Description	Activity class	Phase(s)	Expected start & duration (months)	Total cost estimate ($)							Expected funding sources	FAR from NLTF	Requested NLTFund share (over 6-year RLTP)	Contribution to regional policies	Ten-year investment priority	Regional priority
						NLTP 2021-24			NLTP 2024-27			6 year RLTP						
						2021/22	2022/23	2023/24	2024/25	2025/26	2026/27							
Currently proposed for the 2024-27 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	51%	$ 51,000	S1, S2, S3, I1, I3, G1	IP1 (Safety)	NA outside of 3 year period
				Pre-implement.	TBD	-	-	-	165,000	-	-	**165,000**	N & L	51%	$ 84,150			
				Implementation	TBD	-	-	-	-	742,500	1,045,000	**1,787,500**	N & L	51%	$ 911,625			
NPDC	**Waiwhakaiho River Second Crossing** +	Resilience - A second motorvehicle bridge over the Waiwhakaiho River at the end of Smart Road onto SH3 vic. Burgess Park	Local Road Imprvmts	Business Case	2025/26	-	-	-	-	65,000	-	**65,000**	N & L	51%	$ 33,150	R1, R2, S1, G1, G2	IP2 (Resilience)	NA outside of 3 year period
				Pre-implement.	TBD	-	-	-	-	-	-	-	N & L	51%	$ 102,000			
				Implementation	TBD	-	-	-	-	-	-	-	N & L	51%	$ 4,290,120			
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	-	-	-	-	95,000	-	**95,000**	N & L	51%	$ 48,450	R1, R2, S1, G1, G2	IP2 (Resilience)	NA outside of 3 year period
				Pre-implement.	TBD	-	-	-	-	-	-	-	N & L	51%	$ 91,800			
				Implementation	TBD	-	-	-	-	-	-	-	N & L	51%	$ 2,227,680			

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

6.4 Activities of inter-regional significance

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

- SH3 Awakino Gorge to Mt Messenger Corridor Improvements
- 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
- SH43 Corridor Improvements
- Nukumaru Station Road Extension

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

6.5 Activities proposed to be varied, suspended or abandoned

None known at the time of writing this Plan.

6.6 Activities included for future consideration

The Committee wishes to stress that the activities proposed for funding in this Plan in Tables 4 to 6 are far from the complete picture of works required in Taranaki.

A range of other worthwhile potential projects have been identified by the Council on behalf of the community (not necessarily by the relevant Road Controlling Authority), below in Table 7 for future consideration.

These should be considered for funding in future.

Table 7: Activities for future consideration

Projects	Org.	Notes
Increased accessibility for all Te Papakura o Taranaki (Egmont National Park) entrances	Various *(MWFT)*	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. 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. 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***.
Safer speeds	Various	A new approach to setting of speed limits has been proposed by Government, which will change how RCAs review and set speed limits on their roads. Collaborative work will be required throughout the region around speed management principles, engagement and implementation, including the creation of a Regional Speed Management Plan.
Port Taranaki improvements	Various *(MWFT)*	Improvements to safety and freight route efficiency, for ease of access to Port Taranaki 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 improvements underway on SH3 north, may add to the case for a refresh of this business case. Blue Water Highway extension of Port Taranaki.
Electric / hydrogen vehicle infrastructure	Various	Regional expansion of electric/hydrogen vehicle public charging stations to support more electric/hydrogen vehicles entering the region.
Long-term retention of rail line between Hāwera and NP	KiwiRail *(MWFT)*	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.
SH3 Hāwera to Whanganui	NZTA *(MWFT)*	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.
SH3A improvements	NZTA	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.
SH45 improvements	NZTA	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.
Widening / replacement / realignment of all constraining bridges on state highways	NZTA	In particular, the following bridges are specifically identified: ▪ On SH3 between Hāwera to Whanganui (8 constraining bridges): Tangahoe River Bridge, Mokoia Overbridge, Manawapou Bridge, Patea River Bridge, Whenuakura Bridge, Waitotara Bridge, Okehu Bridge, Kai Iwi Stream Bridge.

Projects	Org.	Notes
		▪ 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, Punehu Bridge, Mangahune Bridge, Heimama Bridge, Oaoiti Bridge, Okahu Bridge, Pungarere Bridge, Rautini Bridge, Waitaha Bridge, Otahi-iti Bridge, Kaihihi Bridge, Katikara Bridge.
NP Public Transport Hub	NPDC	For consideration in NPDC's Central City Strategy and Integrated Transportation Strategic Plan, combining facilities for public and commercial bus services, cycle storage facilities and related services for better integrating alternative transport modes.
SH3 North corridor improvements – from Waitara through to Hamilton	NZTA (*MWFT*[24])	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 4: Committed Activities), 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.
SH43 improvements	NZTA (*MWFT*)	Substantial improvements commenced on this route in 2020 (as outlined in section 2.5 and seen in Table 4: Committed Activities). 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.
Regional cycleway network	Various	Creation of a cycleway network throughout the region, including alongside SH3 from Hāwera to New Plymouth, and an around the mountain route, preferably off-road where possible.
Taranaki Crossing 'Maunga to Surf'	Various (*MWFT*)	The Taranaki Crossing 'Maunga to Surf' project, including a track from North Egmont to Pukeiti, and the Kaitake Trail from Pukeiti to Oākura commencing in 2021/22.
Junction Road seal extension	SDC / NPDC	The project relates to the sealing of 15km of Junction Road which connects SH43 to New Plymouth district. This road forms part of the National Cycle Trail Network. A significant proportion of the road remains unsealed and an increasing number of tourists use this route to travel from eastern Taranaki to New Plymouth district (including cyclists, campervan users, motorists as well as the local community). Timeframe: Development of BCA - 2024/27, Physical works beyond 10-year horizon (estimated cost $4m).
Emerging tourism routes	SDC	Emerging tourism routes (self-drive and on-road cycling) for further assessment / investment – 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.
Emerging tourism routes	STDC	Emerging tourism routes (self-drive and on-road cycling) for further assessment / investment – 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.
Emerging tourism routes	NPDC	Emerging tourism routes (self-drive and on-road cycling) for further assessment / investment – 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.

[24] MWFT refers to 'Tapuae Roa: Make Way for Taranaki' regional economic development project

Projects	Org.	Notes
Footpath improvements	RCAs	Will be integrated into future iterations of ONF in recognition of space and place importance.
Upgrade of Whangamomona Road	SDC	From 2002 onwards the Whangamomona Road has been maintained by the Whanga Road Action Group, who rely on public donations via a collection tin on the Whangamomona Hotel bar. From July 2021, SDC has agreed to take back the responsibility to maintain this road. This commitment is based on a legal opinion obtained in 2016. SDC has set aside $500,000 to upgrade the road in 2023/24. There will be a Bylaw created to define the users of the road and to provide for the ability to close the road throughout the winter months for the purposes of undertaking routine maintenance.
Widening of Manaia Road (SPR)	SDC	This road is currently 4.5m wide over its 6km length and provides access to Mt Taranaki, Dawson Falls and Dawson Falls Lodge (the start/end point for the Taranaki Crossing Experience). This project aims to widen the road to 6m seal width for its entire length. Improvements to the tracks which form the Taranaki Crossing Experience, DOC were anticipating 400,000 visitors per year visiting the Maunga, (pre-COVID-19 estimate). Considering the high number of visitors, the existing road geometry is not suitable, for the potential traffic volumes. An alternative could be the construction and operation of a "park and ride" shuttle service from the national park boundary to the Falls and Lodge. Development of Strategic Business Case required and agreement from Department of Conservation would be required to further develop either scenario. Tentatively planned for 2026/27 and 2027/28 (estimated cost $2m).
Opunake Road safety improvements	SDC / STDC	SNP Pipeline tool has estimated $4m of improvements along with an 80km/h speed limit. Officer report going before Council on 23 February requesting permission to consult the community on the proposal.
Flint Road / SH3 intersection	SDC / NZTA	Just north of Stratford - A&P Showground BoT have a 20-year development plan in place. Already a pressured intersection at times, issues are compounded by the rail crossing. Some discussion with Waka Kotahi in relation to up-grading Monmouth Road East, to provide a second entrance to the north of the showgrounds. This will enable the traffic visiting/leaving the showgrounds to be split, for north and south travelling public.
New Plymouth to Hāwera Corridor Improvements	NZTA	While corridor study was undertaken in 2016, financial constraints have meant that an associated programme of works has not been forthcoming. Specific mention is made of the following intersections requiring improvements: SH3 Coronation Ave / Cumberland St intersection (New Plymouth) Dudley Road / SH3 intersection (Inglewood, North Taranaki) Durham Road / SH3 intersection (Inglewood, North Taranaki) Beaconsfield Road / SH3 intersection (Midhirst, Stratford district) Changes to the speed limits approaching/leaving Stratford on SH3 and SH43 from 70km/h to 50km/h were a high priority for the community at the early workshops.
Corbett Park footpath, Oākura	NPDC / NZTA	Footpath linking urban Oākura/Dixon St to Corbett Park, adjacent to SH45.
SH3 Burgess Hill	NZTA	Remove passing lane and create a slow vehicle bay.

7. 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 2021, and discusses the allocation of funds to proposed activities.

The information contained within this section of the Plan would usually have been collated by activity class from data collected through the Transport Investment Online system (TIO). Due to the unavailability of this system during preparation of the Plan, this data has had to be collated manually through spreadsheets completed by each organisation. This information is presented in summary form within this section and in greater detail in **Appendix VIII**.

7.1 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 process outlined in Section 6.3 is therefore 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. 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**: refers to special funding for specific regions and specified activities as appropriated or directed by the government. Within this Plan, the following C Funds (which are explained further below) are anticipated:
  - Provincial Growth Fund (PGF)
  - NZ Upgrade Programme (NZUP)
  - Shovel-ready project funding
  - DOC's 'local share' equivalent.

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

- Investment Management
- Walking and cycling improvements
- Public transport services
- Public transport Infrastructure (NEW)
- Local road Maintenance
- State highway maintenance
- Local road improvements

- State highway improvements
- Road to Zero (NEW)
- Rail network
- Coastal shipping.

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.

Alternative Crown funding outside of the NLTF

In recent times, a number of significant Crown funds have been created with a specific focus on infrastructure projects to promote economic stimulus, some in direct response to the COVID-19 global pandemic.

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 Nukumaru Station Road Extension project.

7.2 COVID-19 impacts on funding

Central Government has undertaken a wide programme of response and recovery measures, including promoting economic stimulus. As part of this, Central Government has funded specific transport projects through the New Zealand Upgrade Programme and a selection of shovel-ready projects collated by the Infrastructure Reference Group. The GPS also provides an opportunity for economic growth as many of the projects it funds are shovel ready.

The transport system was affected in a number of ways, 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 National Land Transport Fund. Central Government has addressed the financial impacts on the National Land Transport Fund (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 has shown that transport is a key service, even in times of lockdown, in ensuring people can continue to get to where they need to go.

7.3 Ten-year financial forecast

The ten-year forecast for Taranaki has a total expenditure of approximately $1,200 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 IX**.

Table 8: 10-year forecast summary of anticipated regional expenditure by year

Org.	AC code	Activity Class (AC) name	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	10 year total 2021-2030
All	1	Investment management	385,000	385,000	60,000	70,000	70,000	70,000	80,000	80,000	80,000	90,000	**1,370,000**
All	3	Walking and cycling improvements	2,640,000	2,615,000	480,000	2,170,500	3,002,200	1,636,500	410,000	757,600	286,000	1,090,000	**15,087,800**
All	4	Public transport services	5,886,219	6,114,268	6,350,047	6,595,089	6,849,760	7,114,442	7,389,862	7,676,454	7,974,323	8,283,564	**70,234,028**
		Existing services / operations	5,471,219	5,690,068	5,917,670	6,154,377	6,400,552	6,656,574	6,922,837	7,199,751	7,487,741	7,787,251	**65,688,041**
		Low cost / low risk improvements	300,000	306,900	312,731	318,673	324,728	330,898	337,516	344,604	351,841	358,878	**3,286,769**
		Ticketing	115,000	117,300	119,646	122,039	124,480	126,969	129,509	132,099	134,741	137,436	**1,259,218**
All	5	Public transport infrastructure	305,000	311,100	317,322	323,668	330,142	336,745	343,480	350,349	357,356	364,503	**3,339,665**
All	8	Local road maintenance	44,995,274	43,118,685	46,249,362	42,159,593	46,024,629	45,289,788	45,853,373	47,000,685	46,681,310	46,601,946	**453,974,644**
All	9	State highway maintenance	24,042,814	26,133,382	27,361,514	27,908,745	28,466,920	29,036,258	29,616,983	30,209,323	30,813,509	31,429,779	**285,019,227**
All	12	Local road improvements	13,326,939	12,633,939	14,191,939	13,362,900	7,222,680	7,282,274	15,067,881	13,014,603	7,393,339	13,929,090	**117,425,583**
		Low cost / low risk improvements	13,226,939	11,983,939	14,121,939	12,504,900	6,017,080	5,902,274	7,567,881	6,014,603	7,393,339	13,929,090	**98,661,983**
		Other (projects)	100,000	650,000	70,000	858,000	1,205,600	1,380,000	7,500,000	7,000,000	-	-	**18,763,600**
All	13	State highway improvements	3,150,000	1,270,000	1,290,400	1,061,208	1,082,432	1,104,081	1,126,162	1,148,686	1,171,659	1,195,093	**13,599,721**
		Low cost / low risk improvements	1,000,000	1,020,000	1,040,400	1,061,208	1,082,432	1,104,081	1,126,162	1,148,686	1,171,659	1,195,093	**10,949,721**
		Other (projects)	2,150,000	250,000	250,000	-	-	-	-	-	-	-	**2,650,000**
All	23	Road to Zero	24,915,489	33,659,988	30,638,242	24,836,882	19,925,295	20,765,163	27,136,549	27,158,260	27,180,405	27,222,993	**263,439,266**
		Community Road Safety Promotion	560,000	560,000	560,000	560,000	560,000	560,000	560,000	560,000	560,000	560,000	**5,600,000**
		Low cost / low risk improvements	2,380,574	995,000	385,000	1,034,000	491,000	1,310,000	491,000	491,000	491,000	511,000	**8,579,574**
		Other (projects)	21,974,915	32,104,988	29,693,242	23,242,882	18,874,295	18,895,163	26,085,549	26,107,260	26,129,405	26,151,993	**249,259,692**
All	24	Rail network	-	-	-	-	-	-	-	-	-	-	**-**
All	25	Coastal shipping	-	-	-	-	-	-	-	-	-	-	**-**
Taranaki region's totals by year			**119,646,735**	**126,241,362**	**126,938,827**	**118,488,585**	**112,974,057**	**112,635,250**	**127,024,290**	**127,395,959**	**121,937,901**	**130,206,968**	**1,223,489,934**

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

Table 9: 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	1,370,000	354,300	1,015,700	-
3 - Walking and cycling improvements	7,735,000	3,480,150	4,254,850	-
4 - Public transport services	70,234,000	34,514,660	35,719,340	-
5 - Public transport infrastructure	3,339,000	1,636,110	1,702,890	
8 - Local road maintenance	453,974,644	197,180,708	256,759,051	34,884
9 - State highway maintenance	285,019,227	-	285,019,227	-
12 - Local road improvements	105,500,054	47,682,451	57,644,747	172,855
13 - State highway improvements	14,419,721	401,800	14,017,921	-
23 - Road to Zero	263,439,266	10,377,511	253,061,755	-
24 - Rail network	-	-	-	-
25 - Coastal shipping	-	-	-	-
Regional total	**1,205,030,912**	**295,627,691**	**909,195,482**	**207,739**

Notes:

- A number of significant projects in the region are being progressed through Crown Funding sources identified in Sections 6.2 and 7.1, which is not reflected in the above forecast. The only Crown (C) Funds shown within these ten-year forecasts relate to *forward* works from 2021 for those used 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 5 '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 6 and 7) within the Plan have been provided by the Approved Organisations, at 16 February 2021 and is subject to change. The responsibility for the correctness of the information remains with them. The completeness of Waka Kotahi's forecast figures has been queried, however no further updates were available from the Agency prior to consultation.

7.4 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 NLTProgramme, 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 2021, 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 2021-24.

7.5 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 7.1 (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.

8. MONITORING, REVIEWS, VARIATIONS AND SIGNIFICANCE POLICIES

8.1 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.

During the first three years of the Plan, Waka Kotahi's Benefits Framework and the developing 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 was 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 10 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).

Table 10: 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 – More trips made by walking, cycling and public transport throughout the region.	Commuter mode shift to reduced or zero carbon transport options, measured as a percentage of commuter trips made other than in single occupancy vehicle.	Statistics NZ census data TRC bus patronage data
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

8.2 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.[25]

The Plan may need to be reviewed earlier if a request for a variation to the Plan triggers the Significance Policy outlined in Section 8.4.

In the interim, the Plan will be monitored as outlined in Section 8.1.

8.3 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 8.4 below), 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 8.4 of this Plan. It is probable that the majority of variations to the Plan will not be significant.

8.4 Significant variations to the Plan

Why is there a need for a policy about variations[26] 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.

[25] 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.
[26] 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 11 provides definitions of 'significance' in relation to the Plan, for the purpose of sections 16 and 106 of the LTMA.

Table 11: Definitions of significance

Significant activities		
Section 16(3)(d)	Significant activities — to be presented in order of priority	A significant activity is defined as any new improvement activities in the region where funding from the NLTFund is required within the first three years of the RLTP, **excluding**: ▪ 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 ▪ 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	Any significant activity (see above): ▪ 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	Any expenditure on individual transport activities, whether the activities are included in RLTP or not from: ▪ 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'
• 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 *less than 20%* of the estimated cost. [27] • 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. • A change of responsibility for implementing an approved activity from one agency to another.	• 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.

[27] 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.

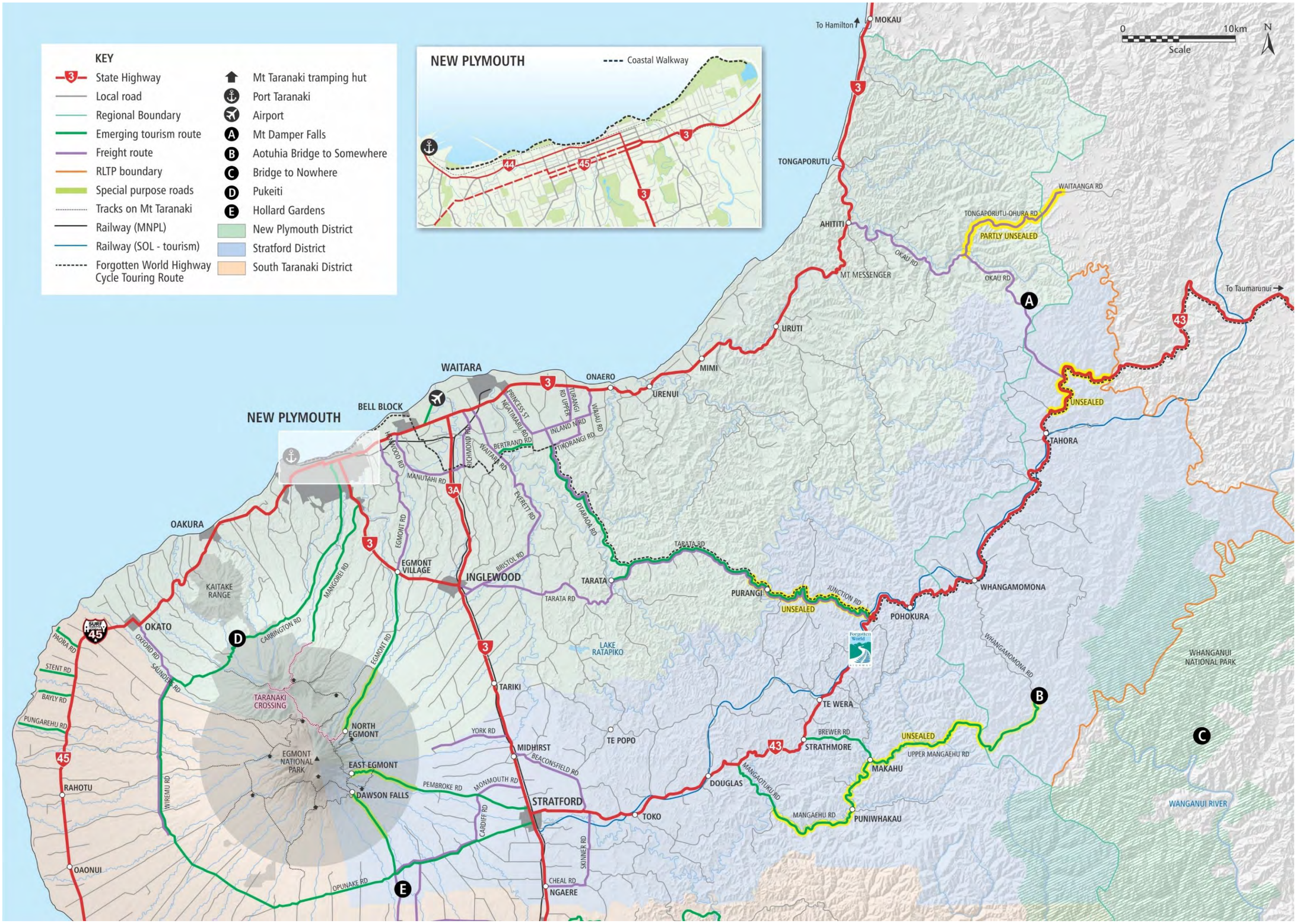
Whether or not further consultation is desirable is also relevant to determining whether a variation is significant. Therefore consideration must also be given to the following matters:

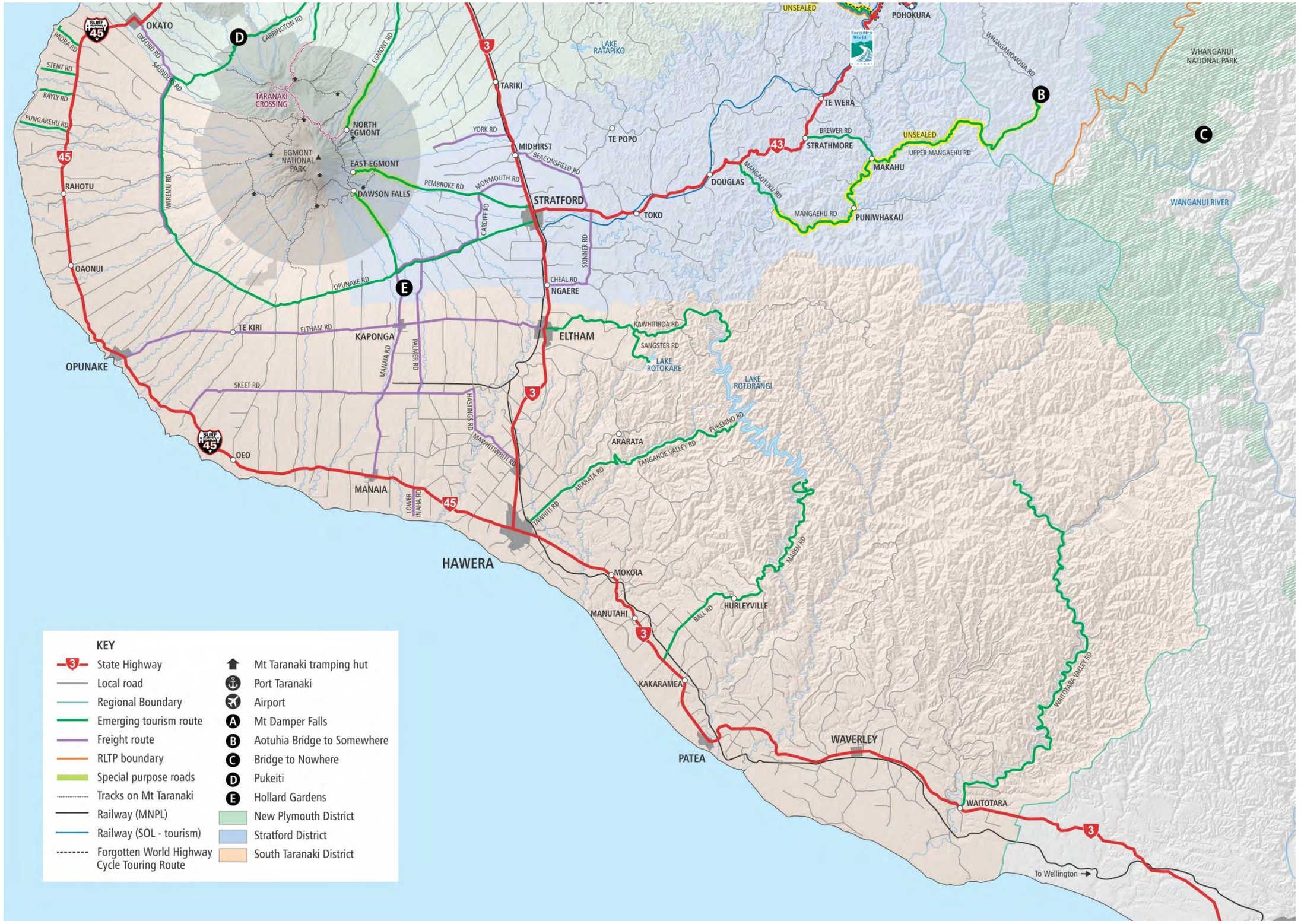
- The balance between the need for public input/consultation on the variation, and the likely costs of a consultative process (including any time delays or cost from running a consultative process, and likely impacts on public safety and economic, social, cultural and environmental wellbeing);
- The 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 9: 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.


KEY
State Highway
Local road
Regional Boundary
Emerging tourism route
Freight route
RLTP boundary
Special purpose roads
Tracks on Mt Taranaki
Railway (MNPL)
Railway (SOL - tourism)
Forgotten World Highway Cycle Touring Route
Mt Taranaki tramping hut
Port Taranaki
Airport
Mt Damper Falls
Aotuhia Bridge to Somewhere
Bridge to Nowhere
Pukeiti
Hollard Gardens
New Plymouth District
Stratford District
South Taranaki District
NEW PLYMOUTH
Coastal Walkway
To Hamilton
MOKAU
0
10km
Scale
N
TONGAPORUTU
AHITITI
WAITAANGA RD
TONGAPORUTU-OHURA RD
PARTLY UNSEALED
OKAU RD
MT MESSENGER
To Taumarunui
URUTI
MIMI
ONAERO
WAITARA
URENUI
BELL BLOCK
NEW PLYMOUTH
PRINCESS ST
INGLEWOOD RD
ITIRANGI RD UPPER
WAJAU RD
INLAND RD
BERTRAND RD
ITIORANGI RD
HAWKWOOD RD
RICHMOND RD
WAITARA RD
MANUTAHI RD
EVERETT RD
OTARAOA RD
UNSEALED
TAHORA
OAKURA
KAITAKE RANGE
EGMONT VILLAGE
INGLEWOOD
BRISTOL RD
TARATA
TARATA RD
PURANGI
JUNCTION RD
WHANGAMOMONA
POHOKURA
OKATO
CARRINGTON RD
MANGOREI RD
EGMONT RD
PAORA RD
STENT RD
BAYLY RD
PUNGAREHU RD
OXFORD RD
SAUNDERS RD
TARANAKI CROSSING
LAKE RATAPIKO
WHANGAMOMONA RD
WHANGANUI NATIONAL PARK
TARIKI
NORTH EGMONT
EGMONT NATIONAL PARK
EAST EGMONT
DAWSON FALLS
YORK RD
MIDHIRST
BEACONSFIELD RD
TE POPO
TE WERA
BREWER RD
STRATHMORE
UNSEALED
UPPER MANGAEHU RD
MAKAHU
PEMBROKE RD
MONMOUTH RD
STRATFORD
DOUGLAS
MANGAOTUKU RD
TOKO
MANGAEHU RD
PUNIWHAKAU
WANGANUI RIVER
RAHOTU
WIREMU RD
CARDIFF RD
SKINNER RD
OAONUI
OPUNAKE RD
CHEAL RD
NGAERE


OKATO
PAORA RD
STENT RD
BAYLY RD
PUNGAREHU RD
45
RAHOTU
OAONUI
OPUNAKE
OEO
SURF HIGHWAY 45
OXFORD RD
SAUNDERS RD
CARRINGTON RD
D
WIREMU RD
TARANAKI CROSSING
EGMONT NATIONAL PARK
NORTH EGMONT
EAST EGMONT
DAWSON FALLS
EGMONT RD
YORK RD
PEMBROKE RD
MONMOUTH RD
CARDIFF RD
OPUNAKE RD
E
TE KIRI
ELTHAM RD
KAPONGA
MANAIA RD
PALMER RD
SKEET RD
MANAIA
LOWER INAHA RD
HASTINGS RD
MAWHITIWHITI RD
3
TARIKI
MIDHIRST
BEACONSFIELD RD
STRATFORD
CHEAL RD
NGAERE
SKINNER RD
ELTHAM
RAWHITIROA RD
SANGSTER RD
LAKE ROTOKARE
LAKE ROTORANGI
PUKEKINO RD
ARARATA
ARARATA RD
TANGAHOE VALLEY RD
TAWHITI RD
HAWERA
MOKOIA
MABEN RD
HURLEYVILLE
BALL RD
MANUTAHI
KAKARAMEA
PATEA
WAVERLEY
WAITOTARA
WAITOTARA VALLEY RD
To Wellington
LAKE RATAPIKO
TE POPO
TOKO
DOUGLAS
MANGAOTUKU RD
43
TE WERA
BREWER RD
STRATHMORE
MAKAHU
UNSEALED
UPPER MANGAEHU RD
MANGAEHU RD
PUNIWHAKAU
UNSEALED
POHOKURA
Forgotten World
WHANGAMOMONA RD
B
WHANGANUI NATIONAL PARK
C
WANGANUI RIVER
KEY
State Highway
Local road
Regional Boundary
Emerging tourism route
Freight route
RLTP boundary
Special purpose roads
Tracks on Mt Taranaki
Railway (MNPL)
Railway (SOL - tourism)
Forgotten World Highway Cycle Touring Route
Mt Taranaki tramping hut
Port Taranaki
Airport
A Mt Damper Falls
B Aotuhia Bridge to Somewhere
C Bridge to Nowhere
D Pukeiti
E Hollard Gardens
New Plymouth District
Stratford District
South Taranaki District

APPENDIX II: 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 (30 June 2021). 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 *Land Transport Management Act 2003* and make it publically available by 31 July 2021.
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 Manawatū-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 X**.

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, Taranaki District Health Board, 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.

The Taranaki Trails Trust was 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*."

The Trust has developed a Taranaki Trails Strategy, key elements of which have been incorporated into this Plan including the regional trail vision shown in **Appendix VI**. Further information on the Trust's activities, including their Strategy, are accessible at https://taranakitrails.nz/.

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 has provided a supportive role throughout the development of this Plan, with a particular focus placed on identifying regional economic growth opportunities relating to future land transport activities/projects.

They were also 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 therefore assists in progressing strategic outcomes of the Plan through additional national and regional funding streams.

APPENDIX III: 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 IV: 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.

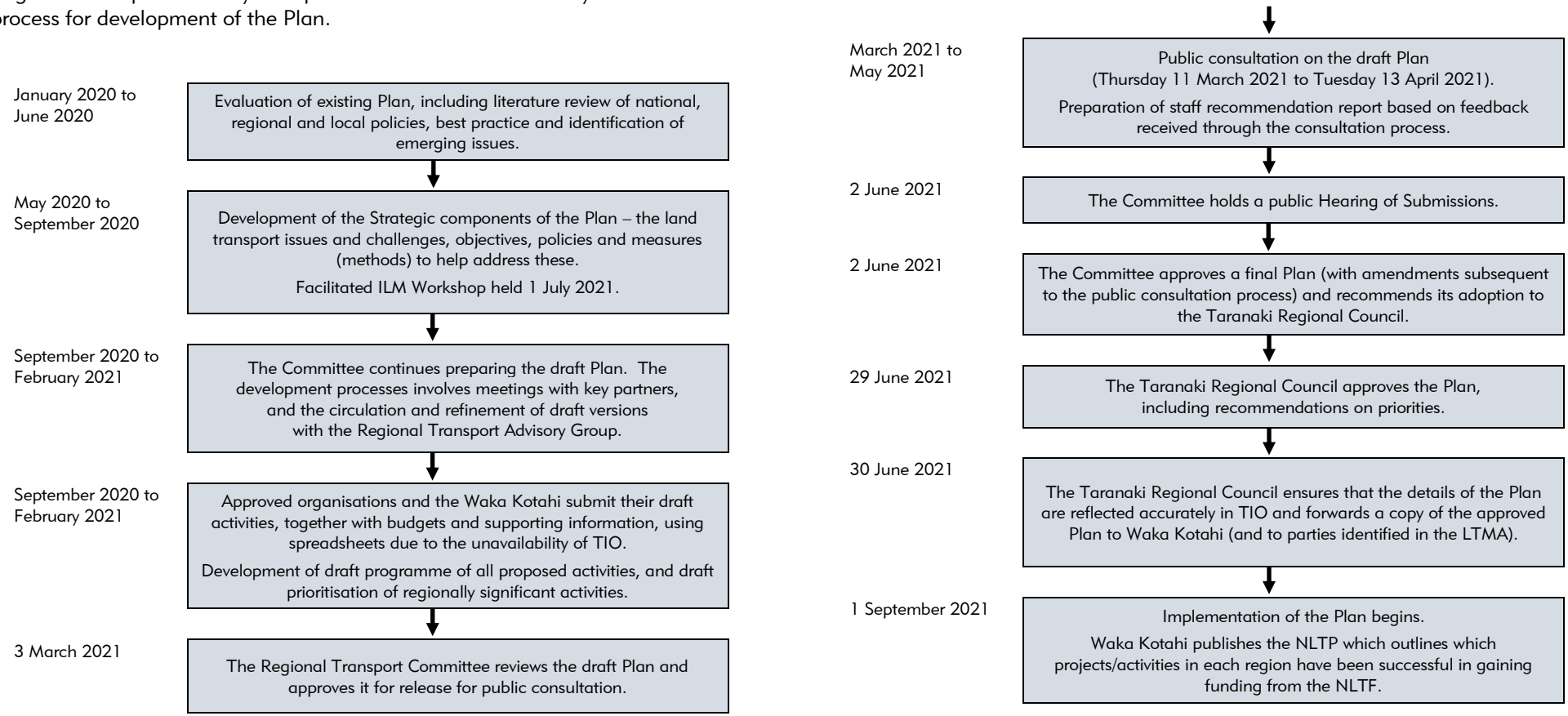


Figure 10: Summary of development and consultation process

APPENDIX V: 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.[28] Set out in Table 9 below is the assessment of the Plan's compliance with section 14 of the LTMA.

Table 12: 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 4 and 5 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 *Government Policy Statement (GPS) on Land Transport*	Section 3.3 describes the national and regional policy context for the Plan and specifically outlines the GPS. The Activity Classes set in the GPS have be clearly identified in Section 6 and Section 7, 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 *Regional Land Transport Strategy for Taranaki 2011-2041*. 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.
Sectin 14(c)(i)	Has taken into account the *National Energy Efficiency and Conservation Strategy*	In the preparation of the Plan, the Committee has taken into account national objectives and issues set out in the *New Zealand Energy Efficiency and Conservation Strategy*. 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 4.4 explicitly addresses promoting energy efficiency through the sixth objective of *"An energy efficient and environmentally sustainable land transport system"* with related policies and measures outlined.

[28] *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
		In addition, some of the activities listed in Section 6 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).
Section 14(c)(ii)	Has taken into account any relevant national and regional policy statements or plans under the *Resource Management Act 1991*	In the preparation of the Plan, the Committee has taken into account transport related objectives, policies and methods set out in the *Regional Policy Statement for Taranaki* (2010). 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.
Section 14(c)(iii)	Has taken into account likely funding from any source	Section 7 and Appendix IX include an outline of anticipated funding sources and potential alternative funding sources.

APPENDIX VI: REGIONAL TRAILS VISION

The following map shows the **aspirational trails vision** for Taranaki by 2050, as proposed by the Taranaki Trails Trust at February 2021

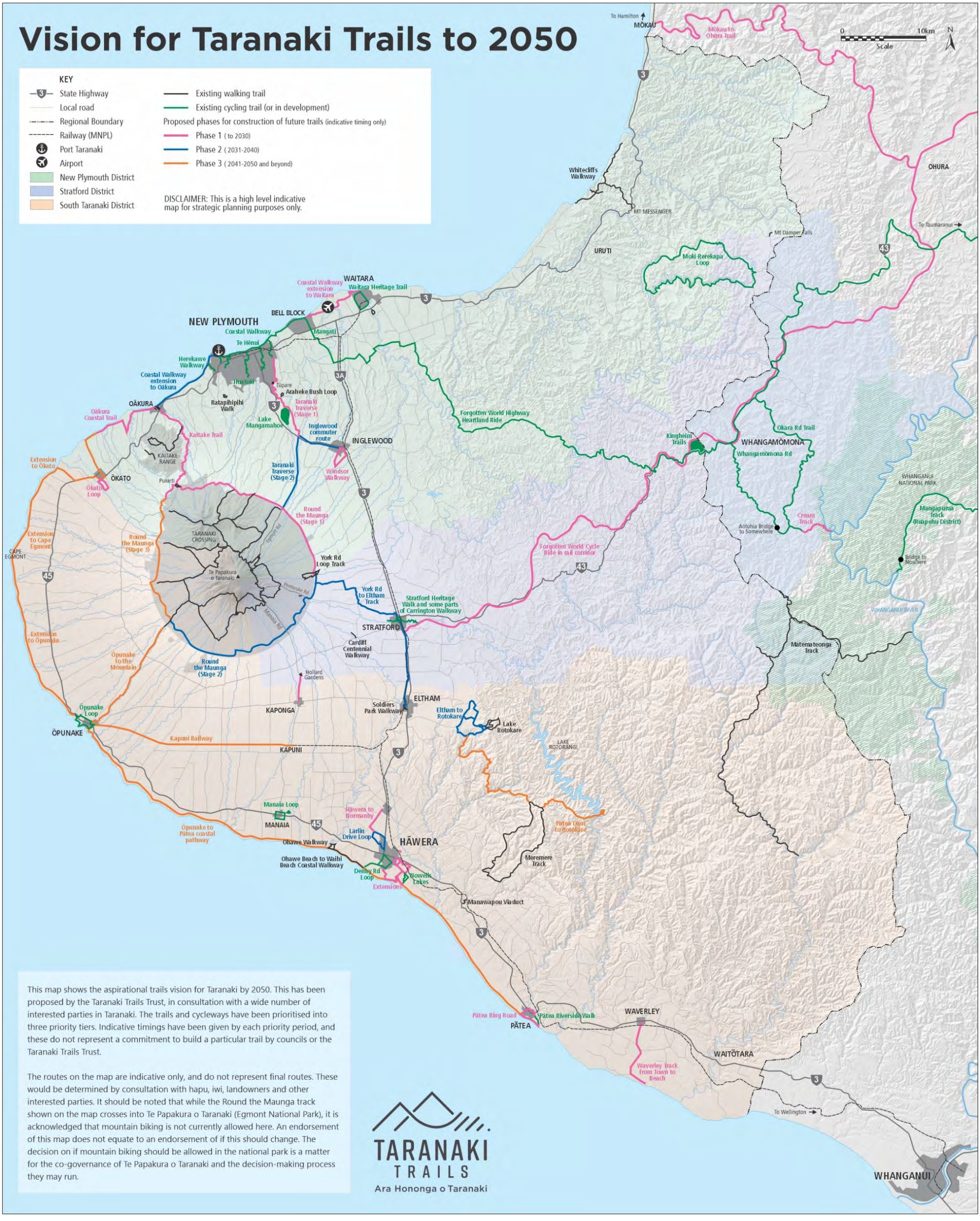


Figure 11: Proposed shared vision for developing trails throughout Taranaki

APPENDIX VII: SUMMARY OF POLICY FRAMEWORK

Table 13: Taranaki RLTP 2021 policy framework summary

#	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 maximises 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 road standards are developed to meet ONF requirements and support land use change.
2	Facilitating **growth and economic development**	**Enabling** – An effective, efficient 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 and efficient 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 travel an attractive option.	S1	▪ Promote infrastructure and safety improvements on strategic corridors.
			S2	▪ Reduce risk on high-risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users.
			S3	▪ Support the aims of *Safer Journeys* 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, particularly through travel demand management measures and improved use of technology.
			A3	▪ Ensure a range of travel options are available to the region's residents, including the transport disadvantaged.
5	Ensuring **network resilience and responsiveness** in the context of internal and external pressures	**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	**Environmentally sustainable** – An energy efficient and environmentally sustainable land transport system.	E1	▪ Ensure the development and maintenance of transport infrastructure is undertaken in a manner that minimises adverse environmental impacts.
			E2	▪ Encourage and develop transport choices that promote energy efficiencies and public health.
			E3	▪ Encourage and develop transport infrastructure and alternative technology that minimises carbon emissions (e.g. electric vehicle infrastructure).

APPENDIX VIII: INVESTMENT LOGIC DIAGRAM

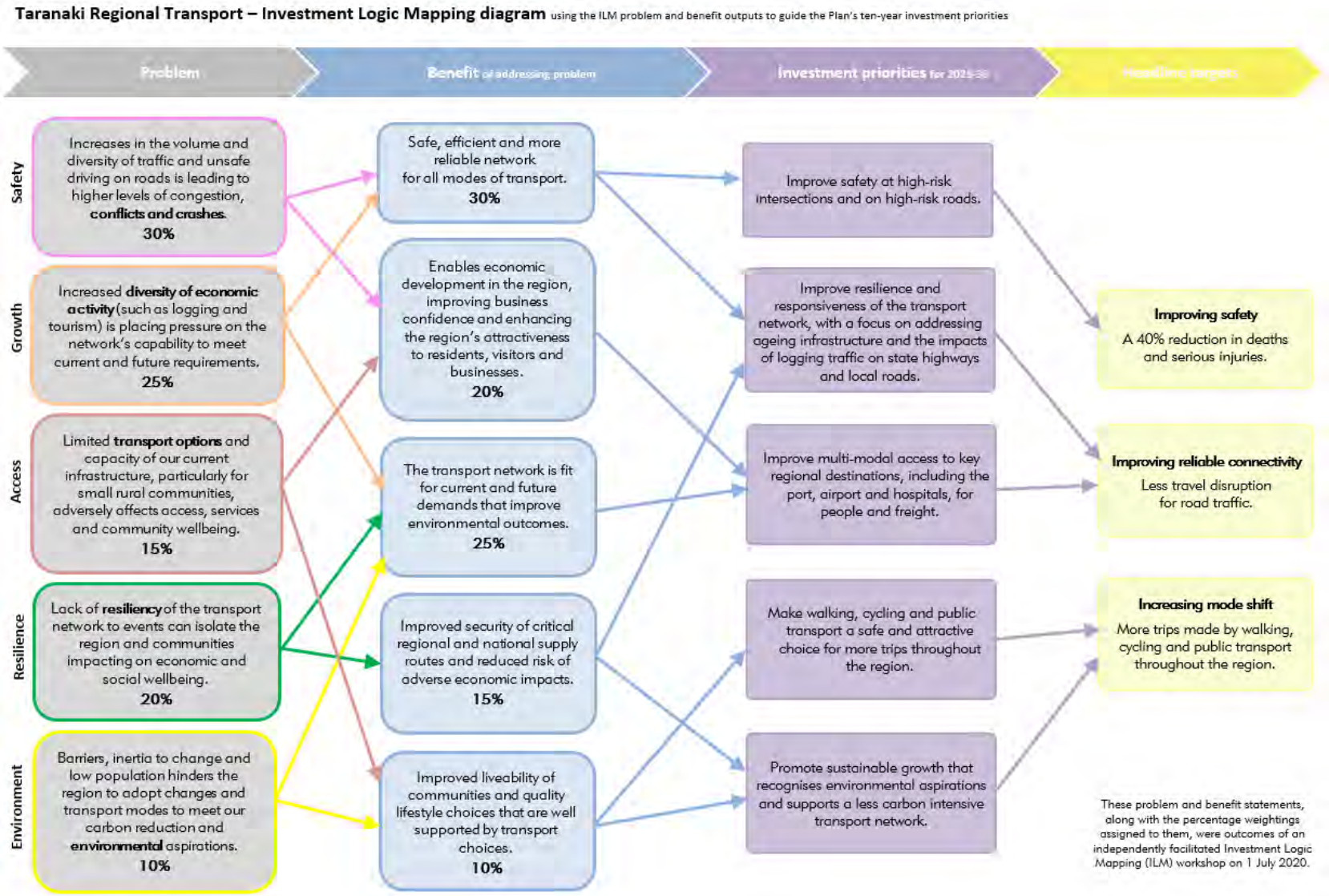


Figure 12: ILM diagram showing linkages to Plan's investment priorities

APPENDIX IX: 10-YEAR EXPENDITURE FORECASTS

The following two tables are an expansion of the summary information provided in Section 7.3.

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

Org.	AC code	Activity Class (AC) name	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	10 year total 2021-2030
DOC	8	Local road maintenance	6,727	6,727	6,727	6,862	6,999	7,139	7,282	7,427	7,576	7,727	**71,192**
DOC	12	Local road improvements	-	-	100,000	34,000	34,680	35,374	36,081	36,803	37,539	38,290	**352,766**
		Low cost / low risk improvements	-	-	100,000	34,000	34,680	35,374	36,081	36,803	37,539	38,290	**352,766**
		Other (projects)	-	-	-	-	-	-	-	-	-	-	**-**
DOC (Taranaki)'s total by year			**6,727**	**6,727**	**106,727**	**40,862**	**41,679**	**42,512**	**43,363**	**44,230**	**45,114**	**46,017**	**423,957**
NPDC	1	Investment management	75,000	75,000	-	-	-	-	-	-	-	-	**150,000**
NPDC	3	Walking and cycling improvements	2,290,000	2,265,000	80,000	1,820,500	2,752,200	1,336,500	60,000	507,600	36,000	840,000	**11,987,800**
NPDC	8	Local road maintenance	23,512,263	21,687,674	24,541,351	20,676,153	23,874,206	23,870,711	22,867,453	23,842,720	23,349,576	22,419,703	**230,641,810**
NPDC	12	Local road improvements	10,886,939	10,517,939	11,666,939	11,453,900	5,313,000	4,871,900	5,626,800	4,072,800	5,450,800	11,955,800	**81,816,817**
		Low cost / low risk improvements	10,786,939	9,867,939	11,596,939	10,595,900	4,107,400	3,991,900	5,626,800	4,072,800	5,450,800	11,955,800	**78,053,217**
		Other (projects)	100,000	650,000	70,000	858,000	1,205,600	880,000	-	-	-	-	**3,763,600**
NPDC	23	Road to Zero	1,521,498	1,479,558	1,152,879	1,506,937	1,109,395	1,724,263	1,085,549	1,107,260	1,129,405	1,151,993	**12,968,737**
		Low cost / low risk improvements	605,000	550,000	210,000	484,000	66,000	660,000	-	-	-	-	**2,575,000**
		Other (projects)	916,498	929,558	942,879	1,022,937	1,043,395	1,064,263	1,085,549	1,107,260	1,129,405	1,151,993	**10,393,737**
NPDC's total by year			**38,285,700**	**36,025,171**	**37,441,169**	**35,457,490**	**33,048,801**	**31,803,374**	**29,639,802**	**29,530,380**	**29,965,781**	**36,367,496**	**337,565,164**
SDC	1	Investment management	60,000	60,000	60,000	70,000	70,000	70,000	80,000	80,000	80,000	90,000	**720,000**
SDC	3	Walking and cycling improvements	350,000	350,000	400,000	350,000	250,000	300,000	350,000	250,000	250,000	250,000	**3,100,000**
SDC	8	Local road maintenance	7,266,900	7,078,900	7,006,900	7,617,000	7,617,000	7,617,000	8,177,500	8,177,500	8,177,500	9,234,500	**77,970,700**
SDC	12	Local road improvements	500,000	500,000	1,000,000	450,000	450,000	950,000	7,980,000	7,480,000	480,000	510,000	**20,300,000**
		Low cost / low risk improvements	500,000	500,000	1,000,000	450,000	450,000	450,000	480,000	480,000	480,000	510,000	**5,300,000**
		Other (projects)	-	-	-	-	-	500,000	7,500,000	7,000,000	-	-	**15,000,000**
SDC	23	Road to Zero	330,000	75,000	75,000	200,000	200,000	200,000	250,000	250,000	250,000	270,000	**2,100,000**
		Low cost / low risk improvements	330,000	75,000	75,000	200,000	200,000	200,000	250,000	250,000	250,000	270,000	**2,100,000**
		Other (projects)	-	-	-	-	-	-	-	-	-	-	**-**
SDC's total by year			**8,506,900**	**8,063,900**	**8,541,900**	**8,687,000**	**8,587,000**	**9,137,000**	**16,837,500**	**16,237,500**	**9,237,500**	**10,354,500**	**104,190,700**

Org.	AC code	Activity Class (AC) name	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	10 year total 2021-2030
STDC	1	Investment management	-	-	-	-	-	-	-	-	-	-	-
STDC	3	Walking and cycling improvements	-	-	-	-	-	-	-	-	-	-	-
STDC	8	Local road maintenance	14,209,384	14,345,384	14,694,384	13,859,578	14,526,424	13,794,938	14,801,138	14,973,038	15,146,658	14,940,016	**145,290,942**
STDC	12	Local road improvements	1,940,000	1,616,000	1,425,000	1,425,000	1,425,000	1,425,000	1,425,000	1,425,000	1,425,000	1,425,000	**14,956,000**
		Low cost / low risk improvements	1,940,000	1,616,000	1,425,000	1,425,000	1,425,000	1,425,000	1,425,000	1,425,000	1,425,000	1,425,000	**14,956,000**
		Other (projects)	-	-	-	-	-	-	-	-	-	-	-
STDC	23	Road to Zero	1,160,000	930,000	660,000	910,000	785,000	1,010,000	801,000	801,000	801,000	801,000	**8,659,000**
		Community Road Safety Promotion	560,000	560,000	560,000	560,000	560,000	560,000	560,000	560,000	560,000	560,000	**5,600,000**
		Low cost / low risk improvements	600,000	370,000	100,000	350,000	225,000	450,000	241,000	241,000	241,000	241,000	**3,059,000**
		Other (projects)	-	-	-	-	-	-	-	-	-	-	-
STDC's total by year			**17,309,384**	**16,891,384**	**16,779,384**	**16,194,578**	**16,736,424**	**16,229,938**	**17,027,138**	**17,199,038**	**17,372,658**	**17,166,016**	**168,905,942**
NZTA	1	Investment management	250,000	250,000	-	-	-	-	-	-	-	-	**500,000**
NZTA	3	Walking and cycling improvements	-	-	-	-	-	-	-	-	-	-	-
NZTA	9	State highway maintenance	24,042,814	26,133,382	27,361,514	27,908,745	28,466,920	29,036,258	29,616,983	30,209,323	30,813,509	31,429,779	**285,019,227**
NZTA	13	State highway improvements	3,150,000	1,270,000	1,290,400	1,061,208	1,082,432	1,104,081	1,126,162	1,148,686	1,171,659	1,195,093	**13,599,721**
		Low cost / low risk improvements	1,000,000	1,020,000	1,040,400	1,061,208	1,082,432	1,104,081	1,126,162	1,148,686	1,171,659	1,195,093	**10,949,721**
		Other (projects)	2,150,000	250,000	250,000	-	-	-	-	-	-	-	**2,650,000**
NZTA	23	Road to Zero	21,903,991	31,175,430	28,750,363	22,219,945	17,830,900	17,830,900	25,000,000	25,000,000	25,000,000	25,000,000	**239,711,529**
		Low cost / low risk improvements	845,574	-	-	-	-	-	-	-	-	-	**845,574**
		Other (projects)	21,058,417	31,175,430	28,750,363	22,219,945	17,830,900	17,830,900	25,000,000	25,000,000	25,000,000	25,000,000	**238,865,955**
NZTA's total by year			**49,346,805**	**58,828,812**	**57,402,277**	**51,189,898**	**47,380,252**	**47,971,239**	**55,743,146**	**56,358,008**	**56,985,169**	**57,624,872**	**538,830,477**
TRC	1	Investment management	-	-	-	-	-	-	-	-	-	-	-
TRC	4	Public transport services	5,886,219	6,114,268	6,350,047	6,595,089	6,849,760	7,114,442	7,389,862	7,676,454	7,974,323	8,283,564	**70,234,028**
		Existing services / operations	5,471,219	5,690,068	5,917,670	6,154,377	6,400,552	6,656,574	6,922,837	7,199,751	7,487,741	7,787,251	**65,688,041**
		Low cost / low risk improvements	300,000	306,900	312,731	318,673	324,728	330,898	337,516	344,604	351,841	358,878	**3,286,769**
		Ticketing	115,000	117,300	119,646	122,039	124,480	126,969	129,509	132,099	134,741	137,436	**1,259,218**
TRC	5	Public transport infrastructure	305,000	311,100	317,322	323,668	330,142	336,745	343,480	350,349	357,356	364,503	**3,339,665**
TRC's total by year			**6,191,219**	**6,425,368**	**6,667,369**	**6,918,758**	**7,179,902**	**7,451,186**	**7,733,342**	**8,026,803**	**8,331,679**	**8,648,068**	**73,573,693**
Taranaki region's totals by year			**119,646,735**	**126,241,362**	**126,938,827**	**118,488,585**	**112,974,057**	**112,635,250**	**127,024,290**	**127,395,959**	**121,937,901**	**130,206,968**	**1,223,489,934**

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 xx.

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.

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

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

Org. & Activity Class	Total forecast expenditure 2021/2031 ($)	Expected Funding sources ($)		
		Local (L)	National (N)	Crown (C)
1 - Investment management				
DOC	-	-	-	-
NPDC	150,000	73,500	76,500	-
SDC	720,000	280,800	439,200	-
STDC	-	-	-	-
NZTA	500,000	-	500,000	-
TRC	-	-	-	-
Total	**1,370,000**	**354,300**	**1,015,700**	**-**
3 - Walking and cycling improvements				
DOC	-	-	-	-
NPDC	4,635,000	2,271,150	2,363,850	-
SDC	3,100,000	1,209,000	1,891,000	-
STDC	-	-	-	-
NZTA	-	-	-	-
TRC	-	-	-	-
Total	**7,735,000**	**3,480,150**	**4,254,850**	**-**
4 - Public transport services				
TRC	70,234,000	34,514,660	35,719,340	-
Total	**70,234,000**	**34,514,660**	**35,719,340**	**-**
5 - Public transport infrastructure				
NPDC	-	-	-	-
SDC	-	-	-	-
STDC	-	-	-	-
TRC	3,339,000	1,636,110	1,702,890	-
Total	**3,339,000**	**1,636,110**	**1,702,890**	**-**
8 - Local road maintenance				
DOC	71,192	-	36,308	34,884
NPDC	230,641,810	113,014,487	117,627,323	-
SDC	77,970,700	30,408,573	47,562,127	-
STDC	145,290,942	53,757,649	91,533,293	-
Total	**453,974,644**	**197,180,708**	**256,759,051**	**34,884**
9 - State highway maintenance				
NZTA	285,019,227	-	285,019,227	-
Total	**285,019,227**	**-**	**285,019,227**	**-**
12 - Local road improvements				
DOC	352,766	-	179,910	172,855
NPDC	69,741,288	34,173,231	35,568,057	-
SDC	20,450,000	7,975,500	12,474,500	-
STDC	14,956,000	5,533,720	9,422,280	-
Total	**105,500,054**	**47,682,451**	**57,644,747**	**172,855**
13 - State highway improvements				
NZTA	13,599,721	-	13,599,721	-
NPDC	820,000	401,800	418,200	
Total	**14,419,721**	**401,800**	**14,017,921**	**-**
23 - Road to Zero				
DOC	-	-	-	-
NPDC	12,968,737	6,354,681	6,614,056	-
SDC	2,100,000	819,000	1,281,000	-
STDC	8,659,000	3,203,830	5,455,170	-
NZTA	239,711,529	-	239,711,529	-
TRC	-	-	-	-
Total	**263,439,266**	**10,377,511**	**253,061,755**	**-**
24 - Rail network				
25 - Coastal shipping				
Regional totals for all forecast expenditure and revenue				
	1,205,030,912	**295,627,691**	**909,195,482**	**207,739**

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

Crown (C) figures show only those proposed by DOC for forward works - refer to Section 7.1 and Table 9.

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

APPENDIX X: 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.

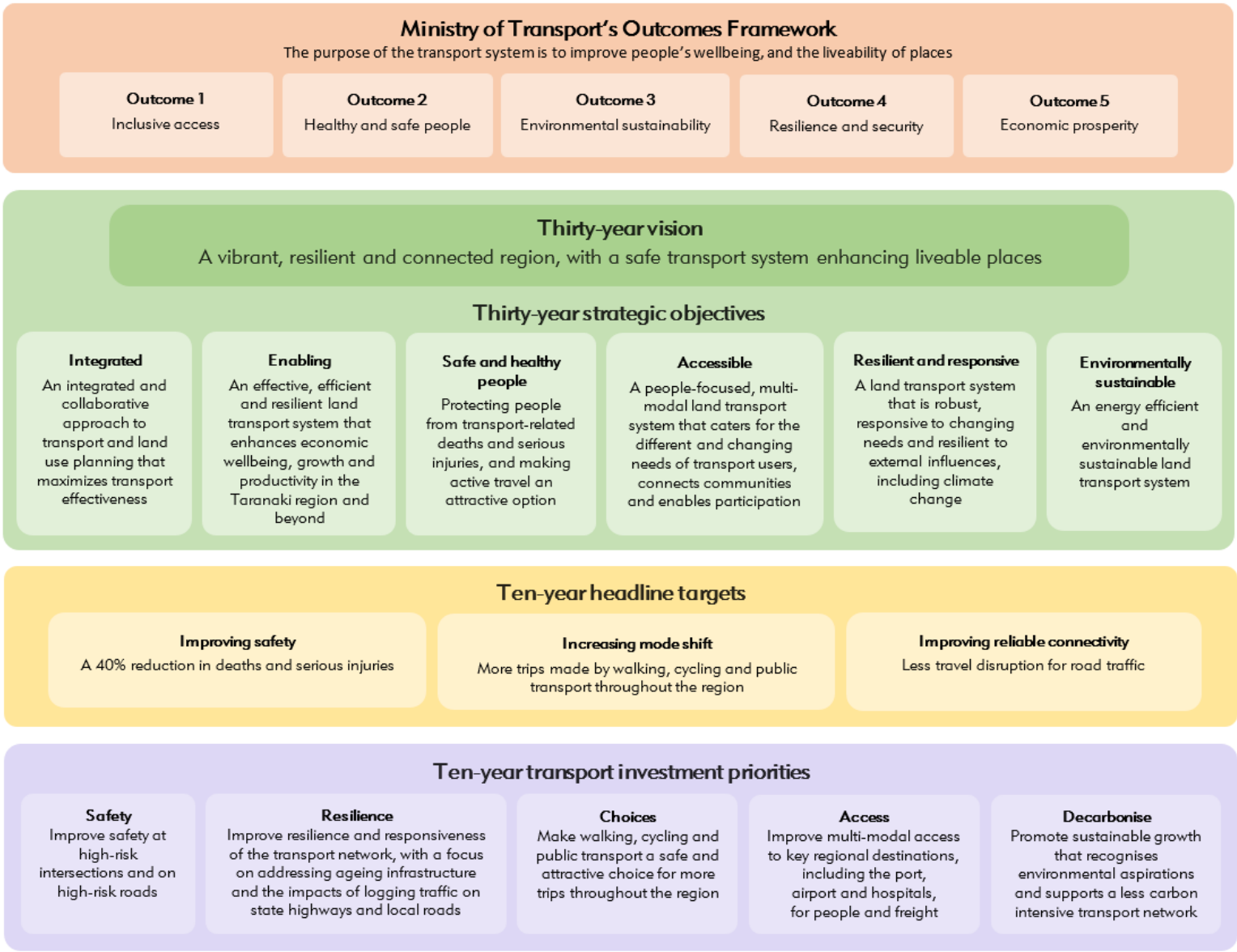
Police enforcement is central to the delivery of a regional safe system response to road safety. Police collaborate with stakeholders across the region in accordance with the road safety policy directives of *Safer Journeys*, the *National Road Policing Plan* and district road safety action plans. The 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 XI: SUMMARY OF STRATEGIC FRAMEWORK AND INVESTMENT PRIORITIES

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



The Ministry of Transport's Outcomes Framework provides the overarching national direction.

The 30-year vision describes the region's desired long-term future state.

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

The 10-year headline targets focus on some key indicators of change as we move towards the Plan's vision.

The 10-year transport investment priorities are the most urgent and significant areas requiring investment in the short to medium term.

Figure 13: Summary of Plan's strategic framework and investment priorities

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 of 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. 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.

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 2021/22-2026/27 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.