



AGENDA Ordinary Meeting

Tuesday 29 June 2021, 1pm

Ordinary Meeting

Venue: Taranaki Regional Council chambers, 47 Cloten Road, Stratford

29 June 2021 01:00 PM

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Purpose of Local Government

The reports contained in this agenda address the requirements of the Local Government Act 2002 in relation to decision making. Unless otherwise stated, the recommended option outlined in each report meets the purpose of local government and:

- Promote the social, economic, environmental and cultural well-being of communities in the present and for the future.
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

Membership of the Ordinary Committee

Councillor D N MacLeod	<i>(Chairperson)</i>	Councillor M P Joyce	<i>(Deputy Chairperson)</i>
Councillor M J Cloke		Councillor M G Davey	
Councillor D L Lean		Councillor C L Littlewood	
Councillor M J McDonald		Councillor D N McIntyre	
Councillor E D Van Der Leden		Councillor N W Walker	
Councillor C S Williamson			

Health and Safety

Emergency Procedure

In the event of an emergency, please exit through the emergency door in the committee room by the kitchen.

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

Once you reach the bottom of the stairs make your way to the assembly point at the birdcage.

Staff will guide you to an alternative route if necessary.

Earthquake

If there is an earthquake - drop, cover and hold where possible.

Please remain where you are until further instruction is given.



Date 29 June 2021

Subject: **Confirmation of Minutes - 18 May 2021**

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

Document: 2803136

Recommendations

That the Taranaki Regional Council:

- a) takes as read and confirms the minutes and resolutions of the Ordinary meeting of the Taranaki Regional Council held in at the Taranaki Regional Council chambers, 47 Cloten Road, Stratford on Tuesday 18 May 2021 at 10.30am.

Matters Arising

Appendices/Attachments

Document 2776217: Minutes Ordinary 18 May 2021



Date 18 May 2021, 10.30am
Venue: Taranaki Regional Council, 47 Cloten Road, Stratford
Document: 2770076

Present Councillors D N MacLeod (Via Zoom)
M J Cloke
M G Davey
D L Lean
C L Littlewood
M J McDonald
D H McIntyre
E D Van Der Leden
N W Walker
C S Williamson

Attending Messrs S J Ruru Chief Executive
M J Nield Director – Corporate Services
D R Harrison Director - Operations
A D McLay Director – Resource Management
A J Matthews Director – Environment Quality
Mr P Ledingham Communications Adviser
Miss L Davidson Committee Administrator

One member of the media, Mr M Watson, Taranaki Daily News.

Apologies Apologies were received from Councillors M P Joyce and apologies for lateness from Councillors C S Williamson and M J McDonald
Walker/Van der Leden

Notification of Late Items There were no late items.

1. Appointment of Chairperson

- 1.1 The Chief Executive, Mr S J Ruru, opened the meeting and called for nominations of Chairperson due to Mr D N MacLeod being unable to get to the meeting in-person and the deputy chairperson Councillor M P Joyce, being an apology for the meeting.
- 1.2 Councillor D N McIntyre nominated Councillor C L Littlewood to chair the meeting.

Resolved

That the Taranaki Regional Council:

- a) appoints Councillor C L Littlewood to chair the Ordinary meeting held on Tuesday 18 May 2021.
McIntyre/Walker

2. Confirmation of Minutes - 6 April & 10 May

Resolved

That the Taranaki Regional Council:

- a) takes as read and confirms the minutes and resolutions of the Ordinary meeting of the Taranaki Regional Council held in at the Taranaki Regional Council chambers, 47 Cloten Road, Stratford on Tuesday 6 April 2021 at 10.30am
- b) takes as read and confirms the minutes and resolutions of the Ordinary meeting of the Taranaki Regional Council held in at the Taranaki Regional Council chambers, 47 Cloten Road, Stratford on Monday 10 May 2021 at 10.00am.

Walker/Van Der Leden

Matters arising

There were no matters arising.

3. Consents and Regulatory Committee Minutes - 27 April 2021

Resolved

That the Taranaki Regional Council:

- a) receives the minutes and the public excluded minutes of the Consents and Regulatory Committee meeting of the Taranaki Regional Council held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford on Tuesday 27 April 2021 at 9.30am
- b) adopts the recommendations therein.

Lean/Davey

Matters arising

There were no matters arising.

4. Policy and Planning Committee Meeting Minutes - 27 April 2021

Resolved

That the Taranaki Regional Council:

- a) receives the minutes of the Policy and Planning Committee meeting of the Taranaki Regional Council held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford on Tuesday 27 April 2021 at 10.30am

- b) adopts the recommendations therein.

Littlewood/Walker

Matters arising

There were no matters arising.

4. Executive, Audit and Risk Committee Minutes – 10 May 2021

Resolved

That the Taranaki Regional Council:

- a) receives the minutes and the public excluded minutes of the Executive, Audit and Risk Committee meeting of the Taranaki Regional Council held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford on Monday 10 May 2021 at 9am

- b) adopts the recommendations therein.

Walker/Van Der Leden

Matters arising

There were no matters arising.

5. Meeting dates for June

- 5.1 The meeting dates were attached for members information.

6. Draft Submission on "Phasing Out Fossil Fuels in Process Heat" Consultation Paper

- 6.1 Mr C Wadsworth, Strategy Lead, spoke to the memorandum informing Members of the proposed submission to Ministry for the Environment ("MfE") on their consultation paper on "Phasing Out Fossil Fuels in Process Heat" ("the Paper").

Councillor M J McDonald arrived at 10.37am

Resolved

That the Taranaki Regional Council:

- a) receives this Memorandum *Draft Submission on Phasing Out Fossil Fuels in Process Heat*

- b) adopts the Draft Submission for presentation to the Ministry for the Environment by the due date of 20 May 2021.

Van Der Leden/Walker

7. Adoption of the 2021/2031 Long-Term Plan

- 7.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum adopting the *2021/2031 Long-Term Plan*.

Councillor C S Williamson arrived 10.41am

Resolved

That the Taranaki Regional Council:

- a) receives this memorandum on the consideration of the *2021/2031 Long-Term Plan*
- b) notes that the formatting of the *2021/2031 Long-Term Plan* is still to be completed and that there are a number of minor editorial changes to be made
- c) notes that once the Council has adopted the *2021/2031 Long-Term Plan*, the Council's auditors, Deloitte on behalf of the Controller and Auditor-General, will issue an unmodified (unqualified) audit opinion on the *2021/2031 Long-Term Plan*
- d) adopts the *2021/2031 Long-Term Plan*
- e) determines that this decision be recognised as significant in terms of section 76 of the *Local Government Act 2002*
- f) determines that it has complied with the decision-making provisions of the *Local Government Act 2002* to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determines that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Walker/Van Der Leden

8. Setting of Rates 2021/2022

- 8.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum setting the rates for the 2020/2021 financial year. The rates are driven from the adopted *2021/2031 Long-Term Plan*.

Resolved

That the Taranaki Regional Council:

- a) sets the following rates pursuant to the *Local Government (Rating) Act 2002* on rating units in the Taranaki region for the financial year commencing 1 July 2021 and ending on 30 June 2022:

Capital Value General Rate

Pursuant to section 13 of the *Local Government (Rating) Act 2002* a general rate on the rateable equalised capital value (ECV) of all land within the region known as Taranaki region to collect the following amounts:

General rate	ECV	Percent	GST excl	GST	GST incl
NPDC	\$25,305,918,029	63.00%	\$5,311,617	\$796,743	\$6,108,360
SDC	\$3,393,674,950	8.45%	\$712,431	\$106,865	\$819,296
STDC	\$11,470,400,824	28.55%	\$2,407,090	\$361,063	\$2,768,153
Total	\$40,169,993,803	100.00%	\$8,431,138	\$1,264,671	\$9,696,809

a rate of 0.0259071 cents in the dollar of capital value on every rating unit in the New Plymouth and North Taranaki constituencies of the Taranaki region – GST inclusive

a rate of 0.0247256 cents in the dollar of capital value on every rating unit in the Stratford constituency of the Taranaki region – GST inclusive

a rate of 0.0251053 cents in the dollar of capital value on every rating unit in the South Taranaki constituency of the Taranaki region – GST inclusive.

Pursuant to section 131 of the *Local Government (Rating) Act 2002*, the Council has used a registered valuer to make an estimate of the projected valuation of all the rateable land in the districts of the constituent territorial authorities.

Uniform annual general charge

Pursuant to section 15(1)(b) of the *Local Government (Rating) Act 2002*, a uniform annual general charge (to produce \$2,882,074) of \$51.18 – GST inclusive for every separately used or inhabited part of a rating unit in the Taranaki region.

Separately used or inhabited part of a rating unit (SUIP): A SUIP is defined as a separately used or occupied part of a rating unit and includes any part of a rating unit that is used or occupied by any person, other than the ratepayer, having a right to use or inhabit that part by virtue of a tenancy, lease, licence, or other agreement, or any part or parts of a rating unit that are used or occupied by the ratepayer for more than one single use.

Separately used or inhabited for a residential rating unit includes a building or part of a building that contains, two or more separately occupiable units, flats or houses each of which is separately inhabited or is capable of separate habitation

Separately used or inhabited for a small holding or farmland property rating unit includes a rural property/farm with multiple dwellings (e.g., a house is used by a farm worker) each of which is separately inhabited or is capable of separate habitation

Separately used or inhabited for a commercial or industrial rating unit: means a building or part of a building that is, or intended to be, or is able to be, separately tenanted, leased or subleased for commercial purposes

An exception is made for motels/hotels as these are treated as one business even if each accommodation unit may be capable of separate habitation.

River Control and Flood Protection Targeted Rate

Pursuant to section 16 of the *Local Government (Rating) Act 2002*, a targeted rate of 0.003337 cents in the dollar – GST inclusive, for river control and flood protection works (to produce \$786,689) on the capital value on every rating unit in the New Plymouth and North Taranaki constituencies of the Taranaki region.

River Control and Flood Protection Targeted Rate

Pursuant to section 16 of the *Local Government (Rating) Act 2002*, a targeted rate of 0.000677 cents in the dollar – GST inclusive, for river control and flood protection works (to produce \$74,640) on the capital value on every rating unit in the South Taranaki constituency of the Taranaki region.

Passenger Transport Targeted Rate

Pursuant to section 16 of the *Local Government (Rating) Act 2002*, a targeted rate of 0.006406 cents in the dollar – GST inclusive, for passenger transport services (to produce \$1,510,396) on the capital value on every rating unit in the New Plymouth and North Taranaki constituencies of the Taranaki region.

Passenger Transport Targeted Rate

Pursuant to section 16 of the *Local Government (Rating) Act 2002*, a targeted rate of 0.001577 cents in the dollar – GST inclusive, for passenger transport services (to produce \$52,241) on the capital value on every rating unit in the Stratford constituency of the Taranaki region.

Passenger Transport Targeted Rate

Pursuant to section 16 of the *Local Government (Rating) Act 2002*, a targeted rate of 0.000836 cents in the dollar – GST inclusive, for passenger transport services (to produce \$92,209) on the capital value on every rating unit in the South Taranaki constituency of the Taranaki region.

Yarrow Stadium Commercial and Industrial Land Value Targeted Rate

Pursuant to section 16 of the *Local Government (Rating) Act 2002*, a differential targeted rate for Yarrow Stadium on the land value on each commercial and industrial rating unit in the New Plymouth and North Taranaki constituencies of the Taranaki region. The targeted rate (in cents in the dollar of land value) for 2021/2022 for Group 1 Commercial and Industrial is to produce \$123,835 at a rate of 0.009984 cents in the dollar of land value – GST inclusive.

Yarrow Stadium Commercial and Industrial Fixed Value Targeted Rate (New Plymouth and North Taranaki Constituencies)

Pursuant to section 16 of the *Local Government (Rating) Act 2002*, a fixed targeted charge (to produce \$229,039) of \$96.60 – GST inclusive on every separately used or inhabited part of a rating unit, Group 1 Commercial and Industrial, in the New Plymouth and North Taranaki constituencies of the Taranaki region.

Yarrow Stadium Residential, Small Holdings and Farmland Fixed Value Targeted Rate (New Plymouth and North Taranaki Constituencies)

Pursuant to section 16 of the *Local Government (Rating) Act 2002*, a fixed targeted charge (to produce \$1,601,392) of \$45.30 – GST inclusive on every separately used or inhabited part of a rating unit, Group 2 Residential, Group 3 Small Holdings and Group 4 Farmland, in the New Plymouth and North Taranaki constituencies of the Taranaki region.

Yarrow Stadium Fixed Value Targeted Rate (Stratford Constituency)

Pursuant to section 16 of the *Local Government (Rating) Act 2002*, a fixed targeted charge (to produce \$138,464) of \$29.17 – GST inclusive on every separately used or inhabited part of a rating unit in the Stratford constituency of the Taranaki region.

Yarrow Stadium Fixed Value Targeted Rate (South Taranaki Constituency)

Pursuant to section 16 of the *Local Government (Rating) Act 2002*, a fixed targeted charge (to produce \$412,739) of \$29.17 – GST inclusive on every separately used or inhabited part of a rating unit in the South Taranaki constituency of the Taranaki region.

Differential Categories

The Council adopts the definition of its differential categories set out in the *Funding Impact Statement* contained in the *2021/2031 Long-Term Plan* as its rating categories for the year.

- b) sets, pursuant to Section 24 of the Local Government (Rating) Act 2002, that the Council's rates will become due and payable by four equal instalments on the following dates:

	New Plymouth & North Taranaki Constituencies	Stratford Constituency	South Taranaki Constituency
Instalment 1	25 August 2021	25 August 2021	25 August 2021
Instalment 2	24 November 2021	24 November 2021	24 November 2021
Instalment 3	23 February 2022	23 February 2022	23 February 2022
Instalment 4	25 May 2022	25 May 2022	25 May 2022

- c) sets, pursuant to Section 57 and 58 of the Local Government (Rating) Act 2002, that the following penalties on unpaid rates will be applied.

A charge of 10 percent on so much of any instalment that has been assessed after 1 July 2021 and which remains unpaid after the due date for that instalment.

	New Plymouth & North Taranaki Constituencies	Stratford Constituency	South Taranaki Constituency
Instalment 1	25 August 2021	25 August 2021	25 August 2021
Instalment 2	24 November 2021	24 November 2021	24 November 2021
Instalment 3	23 February 2022	23 February 2022	23 February 2022
Instalment 4	25 May 2022	25 May 2022	25 May 2022

The Council will charge a penalty of 10 per cent on any portion of rates that were assessed or levied in any previous financial years to 1 July 2021 and which remain unpaid on 1 July 2021. The penalty will be applied on 30 September 2021 and a further additional penalty of 10 per cent on any rates that were assessed or levied in any previous financial years and which remain unpaid on 31 March 2022 (New Plymouth and North Taranaki constituencies).

The Council will charge a penalty of 10% on so much of any rates levied before 1 July 2021 which remain unpaid on 10 July 2021 or such later date as required under section 58(1) (b) (ii). A continuing additional penalty of 10% on so much of any rates levied before 1 July 2020 which remain unpaid six months after the previous penalty was added (Stratford constituency).

The Council will charge a penalty of 10% on so much of any rates levied before 1 July 2021 which remain unpaid on 1 July 2021 or such later date as required under section 58(1) (b) (ii). (South Taranaki constituency).

A discount of 2% will be allowed on the total rates set for the financial year, if the rates for a financial year are paid in full on or before the due date of the first

instalment for the financial year. (South Taranaki constituency only). This will be 25 August 2021.

- d) sets that the Council's rates and charges will become due and payable at the principal offices and service centres of the region's district councils. The rates and charges can also be paid at the principal office of the Taranaki Regional Council.
- e) notes that all rates set are inclusive of GST.
- f) appoints the New Plymouth District Council, the Stratford District Council and the South Taranaki District Council, pursuant to section 53 of the *Local Government (Rating) Act 2002*, to collect the rates set by the Taranaki Regional Council.
- g) delegates to the New Plymouth District Council, the Stratford District Council and the South Taranaki District Council the power to postpone and remit rates pursuant to the relevant adopted *Rates Remission and Postponement Policy*.
- h) approves the keeping of the rating information database in separate parts for the constituent districts of the region and delegates the function of maintaining the rating information database to the New Plymouth District Council, the Stratford District Council and the South Taranaki District Council, pursuant to section 27(7) of the *Local Government (Rating) Act 2002*.
- i) delegates to the Chief Executive and the Director – Corporate Services the power to resolve administrative matters in relation to the collection of the Taranaki Regional Council's rates and the administration of the rating information database.
- j) determines that this decision be recognised as significant in terms of section 76 of the *Local Government Act 2002*
- k) determines that it has complied with the decision-making provisions of the *Local Government Act 2002* to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determines that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Williamson/McDonald

9. Representation Review: Timetable and Process

- 9.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum for Members to receive the timetable and broad approach to the 2021 Representation Review.

Resolved

That the Taranaki Regional Council:

- a) receives the 2021 Representation Review Timetable and Process.

Walker/Williamson

There being no further business, Councillor C L Littlewood, declared the Ordinary Meeting of the Taranaki Regional Council closed at 10.53am.

Confirmed

Chairperson: _____

D N MacLeod

29 June 2021



Date 29 June 2021

Subject: **Consents and Regulatory Minutes - 8 June 2021**

Approved by: AJ Matthews, Director - Environment Quality
S J Ruru, Chief Executive

Document: 2803154

Recommendations

That the Taranaki Regional Council:

- a) receives the minutes of the Consents and Regulatory Committee meeting of the Taranaki Regional Council held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford on Tuesday 8 June 2021 at 9.30am
- b) adopts the recommendations therein.

Matters arising

Appendices/Attachments

Document 2791946: Minutes Consents and Regulatory Committee - 8 June 2021



Date 8 June 2021, 9.30am

Venue: Taranaki Regional Council chambers, 47 Cloten Road, Stratford

Document: 2791946

Members	Councillors	D L Lean C S Williamson M J Cloke M G Davey C L Littlewood D H McIntyre E D Van Der Leden M P Joyce D N MacLeod	Committee Chairperson Committee Deputy Chairperson ex officio ex officio
Representative Members	Mr Ms Mr	K Holswich E Bailey M Ritai	Iwi Representative Iwi Representative Iwi Representative
Attending	Mr Mr Ms Mr Mr Mr Ms Ms Miss Mr	S J Ruru M J Nield A J Matthews A D McLay C McLellan B Pope V McKay K Holland L Davidson S Tamarapa	Chief Executive Director – Corporate Services Director - Environment Quality Director – Resource Management Consents Manager Compliance Manager Science Manager – Chemistry Communications Adviser Committee Administrator Iwi Communications Officer One member of the media and one member of the public.

Opening Karakia The meeting opened with a group karakia.

Apologies There were no apologies.

Notification of Late Items Ahititi stock truck effluent site closure.

1. Confirmation of Minutes – 27 April 2021

Resolved

That the Consents and Regulatory Committee of the Taranaki Regional Council:

- a) takes as read and confirms the minutes and resolutions of the Consents and Regulatory Committee meeting of the Taranaki Regional Council held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford on 27 April 2021 at 9.30am
- b) notes the recommendations therein were adopted by the Taranaki Regional Council on 18 May 2021.

Williamson/Cloke

Matters arising

There were no matters arising.

2. Resource Consents Issued Under Delegated Authority and Applications in Progress

- 2.1 Mr C McLellan, Consents Manager, spoke to the memorandum advising the Council of consents granted, consents under application and of consent processing actions since the last meeting.

Recommended

That the Taranaki Regional Council:

- a) receives the schedule of resource consents granted and other consent processing actions, made under delegated authority.

Lean/MacLeod

3. Consent Monitoring Annual Reports

- 3.1 Ms V McKay, Science Manager – Chemistry, spoke to the memorandum advising of six tailored compliance monitoring reports.
- 3.2 Councillor D H McIntyre and Councillor M Davey declared an interest in relation to Ravensdown.

Recommended

That the Taranaki Regional Council:

- a) receives the 20-12 New Plymouth District Council Closed and Contingency Landfills Monitoring Programme Annual Report 2019-2020 and notes the specific recommendations therein
- b) receives the 20-57 Dow AgroSciences Monitoring Programme Annual Report 2019-2020 and notes the specific recommendations therein
- c) receives the 20-64 Lower Waiwhakaiho Catchment Monitoring Programme Annual Report 2019-2020 and notes the specific recommendations therein
- d) receives the 20-77 Mangati Catchment Joint Monitoring Programme Annual Report 2019-2020 and notes the specific recommendations therein

- e) receives the 20-80 Waitaha Catchment Monitoring Programme Annual Report 2019-2020 and notes the specific recommendations therein
- f) receives the 20-101 South Taranaki District Council Water Supplies Monitoring Programme Annual Report 2019-2020 and notes the specific recommendations therein.

Cloke/Holswich

4. Incident, Compliance Monitoring Non-compliances and Enforcement Summary - 26 March 2021 to 12 May 2021

- 4.1 Mr B Pope, Compliance Manager, spoke to the memorandum allowing the Committee to consider and receive the summary of the incidents, compliance monitoring non-compliances and enforcement for the period 26 March 2021 to 12 May 2021.
- 4.2 Councillors D N MacLeod and C L Littlewood declared an interest in relation to Port Taranaki Limited.

Recommended

That the Taranaki Regional Council:

- a) receives this memorandum Incident, Compliance Monitoring Non-compliances and Enforcement Summary - 26 March 2021 to 12 May 2021
- b) receives the summary of the Incidents, Compliance Monitoring Non-compliances and Enforcement for the period from 26 March 2021 to 12 May 2021, notes the action taken by staff acting under delegated authority and adopts the recommendations therein.

Joyce/McIntyre

5. Generally Ceasing Discharges of Farm Dairy Effluent to Water on Consent Renewal

- 5.1 Mr A D McLay, Director - Resource Management, spoke to the memorandum advising the Committee of the intention to accelerate the removal of treated farm dairy effluent discharges from waterways, in most cases. On the upper ring plain land discharge may not be possible at all times and some discharge of highly treated waste water may be required. A study on the options for dairy shed and waste treatment systems in this high rainfall area is being investigated. The requirement to discharge to land, in most cases, addresses cultural and water quality concerns.

Recommended

That the Taranaki Regional Council:

- a) receives this memorandum
- b) agrees that from December 2022 consent holders applying for a consent renewal will be required to immediately start discharging to land once their consent has been issued
- c) agrees that those consent holders whose consents are about to expire be informed of the change to the transition period.

Holswich/Bailey

6. Farm Dairy Discharge Monitoring Programme Review

- 6.1 Mr A D McLay, Director – Resource Management, spoke to the memorandum presenting to Members the reviewed Farm Dairy Discharge Monitoring Programme (2021).
- 6.2 Mr K Holswich raised concerns around endorsing the paper as he felt there was a lack of consideration of tangata whenua values and the changes occurring through the Government’s Freshwater Management programme.
- 6.3 Councillor D MacLeod noted the document should not be endorsed at this time considering the broad changes that were nationally occurring and operationally the Council didn’t need to make any change in policy at this time. He noted the Council need to start looking at different processes and methods to what had traditionally been undertaken.
- 6.3 The matters raised were acknowledged by staff and it was noted the programme report could be amended, to address the above matters, if some additional contextual information was added. Recommendation (b) below was amended.
- 6.4 A vote was held on the recommendations that was passed with a close contest. There were no challenges to the vote. However, after the meeting had closed it was realised there was some doubt about the vote. The motion still stands but the additions to the programme report will be distributed to Members and will include acknowledgement that when the Councils freshwater policy has been confirmed, the document will be reviewed.

Recommended

That the Taranaki Regional Council:

- a) receives this memorandum Farm Dairy Discharge Monitoring Programme
- b) endorses the Farm Dairy Discharge Monitoring Programme noting the concerns raised by the Committee
- c) notes the programme utilises the latest technology and pragmatic approaches
- d) notes the programme delivers cost effective monitoring
- e) notes the programme, when benchmarked against others, could be considered best practice
- f) determines that this decision be recognised as not significant in terms of section 76 of the *Local Government Act 2002*
- g) determines that it has complied with the decision-making provisions of the *Local Government Act 2002* to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determines that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Lean/Cloke

7. Hearing Panels Decision on Remediation (NZ) Ltd Discharge Applications

- 7.1 Mr A D McLay, Director - Resource Management, spoke to the memorandum formally advising of the decision of the Hearing Panel which heard applications by Remediation (NZ) Ltd.
- 7.2 It was noted that Remediation (NZ) Ltd can continue to operate until the Environmental Court appeal process has been completed and the Court would also address the matters raised.

Recommended

That the Taranaki Regional Council:

- a) receives the report and decision of the Hearing Panel that heard applications by Remediation (NZ) Ltd to discharge to land, air and water.
- b) notes that the Hearing Panel have, under delegated authority from this Council, declined the resource consents sought
- c) notes that the decision can be appealed within 15 working days and in law Remediation (NZ) Ltd can continue to operate under their existing consents until any appeals are resolved

Lean/Williamson

8. Stock Effluent Site

- 8.1 Mr M J Cloke raised concerns around the closure of the long standing Ahititi stock effluent site.
- 8.2 It was clarified that Waka Kotahi New Zealand Transport Agency were able to renew their consent within 3-6 months of it expiring, however they failed to do so. So the system could not legally discharge to the river.
- 8.3 The facility could still be used to carefully store effluent, but the effluent would need to be pumped out and transported to a licenced facility for discharge.
- 8.4 There are serious safety concerns created by having this facility closed including effluent overflowing from trucks on to roads and associated environmental impacts.
- 8.5 It was agreed that the Chief Executive write a letter to Waka Kotahi New Zealand Transport Agency formally notifying the Council's concerns about the site closure and that they are able to carefully continue to use the facility for effluent storage and removal.

9. Public Excluded

In accordance with section 48(1) of the *Local Government Official Information and Meetings Act 1987*, resolves that the public is excluded from the following part of the proceedings of the Consents and Regulatory Committee meeting on Tuesday 8 June 2021 for the following reasons:

Item 10 - Confirmation of Public Excluded Minutes - 27 April 2021

THAT the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information

would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.

Lean/Williamson

There being no further business the Committee Chairman, Councillor D L Lean, declared the public meeting of the Consents and Regulatory Committee closed at 10.36am.

Confirmed

Consents and Regulatory

Committee Chairperson: _____

D L Lean

20 July 2021



Date: 29 June 2021

Subject: **Policy and Planning Committee Minutes - 8 June 2021**

Approved by: A D McLay, Director - Resource Management
S J Ruru, Chief Executive

Document: 2803249

Recommendations

That the Taranaki Regional Council:

- a) receives the minutes of the Policy and Planning Committee meeting of the Taranaki Regional Council held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford on Tuesday 8 June 2021 at 10.30am
- b) adopts the recommendations therein.

Matters arising

Appendices/Attachments

Document 2792074: Minutes Policy and Planning Committee - 8 June 2021



Date 8 June 2021, 10.30am
Venue: Taranaki Regional Council chambers, 47 Cloten Road, Stratford
Document: 2792074

Members	Councillor	C L Littlewood	Committee Chairperson
	Councillor	N W Walker	Committee Deputy Chairperson
	Councillor	M G Davey	
	Councillor	M J McDonald	
	Councillor	D H McIntyre	
	Councillor	C S Williamson	
	Councillor	E D Van Der Leden	
	Councillor	M P Joyce	ex officio
	Councillor	D N MacLeod	ex officio
Representative Members	Councillor	G Boyde	Stratford District Council
	Councillor	S Hitchcock	New Plymouth District Council
	Councillor	C Young	South Taranaki District Council
	Mr	P Moeahu	Iwi Representative
	Ms	L Tester	Iwi Representative
	Ms	B Bigham	Iwi Representative
	Mr	P Muir	Federated Farmers Representative
Attending	Councillor	D L Lean	
	Councillor	M J Cloke	
	Mr	S J Ruru	Chief Executive
	Mr	M J Nield	Director - Corporate Services
	Mr	A D McLay	Director - Resource Management
	Ms	A Matthews	Director - Environment Quality
	Mr	C Spurdle	Planning Manager
	Mr	S Ellis	Environment Services Manager
	Mr	R Phipps	Science Manager - Hydrology/Biology
	Mr	C Wadsworth	Strategy Lead
	Ms	K Holland	Communications Officer
	Miss	L Davidson	Committee Administrator
	One member of the media and two members of the public.		

Apologies There were no apologies received.

Notification of Late Items There were no late items.

1. Confirmation of Minutes – 27 April 2021

Resolved

That the Policy and Planning Committee of the Taranaki Regional Council:

- a) takes as read and confirms the minutes and resolutions of the Policy and Planning Committee meeting of the Taranaki Regional Council held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford on 27 April 2021 at 10.30am
- b) notes the recommendations therein were adopted by the Taranaki Regional Council on 18 May 2021.

Van Der Leden/Joyce

Matters arising

It was noted that the final submission on the Ministry for the Environment ‘*Phasing out fossil fuels in process heat*’ was confirmed at the Ordinary meeting on 18 May.

2. Freshwater Implementation Project Overview

- 2.1 Mr C Wadsworth, Strategy Lead, spoke to the memorandum seeking approval of the project plan for Essential Freshwater project and to introduce Members to the regular report that is proposed for this Committee. Both items are part of the overall management of the implementation of the *National Policy Statement for Freshwater Management* (NPS-FM) and related policy and instruments across the Council.
- 2.2 The Wai Māori group, which is made up of iwi and hapu from around the region, are in a collaborative role with the Council in policy development and other projects. The Council supports the Wai Maori group and its facilitator. The Council is also looking to form a partnership relationship at the governance level.
- 2.3 It was requested that a dashboard be included in the report to give a clear and simple understanding of where all the projects are at.
- 2.4 It was noted that throughout the region there is a lot of confusion associated with the Government’s Freshwater programme and that more education would be beneficial.
- 2.5 The risk register will be circulated to the Committee.

Recommended

That the Taranaki Regional Council:

- a) receives the *Freshwater Implementation Project Review* memorandum
- b) approves the project plan, including the scope of the project function teams, the risks and proposal for managing them and notes the comments about resourcing strategies
- c) receives the proposed Freshwater Project Implementation Report template and approves both the template and the proposed reporting cycle
- d) determines that this decision be recognised as not significant in terms of section 76 of the *Local Government Act 2002*

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

Williamson/MacLeod

3. Sediment Load Reductions for Freshwater Planning and Soil Conservation in Taranaki

- 3.1 Ms A J Matthews, Director – Environment Quality, spoke to the memorandum providing an overview of the findings of a recent report commissioned by Taranaki Regional Council (TRC) '*Planning soil conservation for sediment load reduction in Taranaki*' by Manaaki Whenua – Landcare Research (MWLR).
- 3.2 The Science Services Team are looking at the location of water quality monitoring sites as the current sites are not fully representative.
- 3.3 Officers are undertaking further work to refine the model, which may include investigating the impact of localised weather events.
- 3.4 A key next step is to commission a report on climate change impacts for the region.

Recommended

That the Taranaki Regional Council:

- a) receives the memorandum '*Sediment load reductions for freshwater planning and soil conservation in Taranaki*'
- b) notes the recommendations of the authors and officers regarding future work.

Boyde/Van Der Leden

4. Towards Predator-Free Taranaki Project

- 4.1 Mr S Ellis, spoke to the memorandum presenting for Members information a quarterly update on the progress of the *Taranaki Taku Tūrangā Our Place - Towards Predator-Free Taranaki* project and introduced Mr T Shanley, Project Lead – Towards Predator Free Taranaki, who provided an excellent presentation on activities.
- 4.2 The Committee chairperson, Councillor C L Littlewood, noted that Mr T Shanley was leaving the Taranaki Regional Council and acknowledged the immense work he has undertaken for Predator Free and wished him well in his new career.

Recommended

That the Taranaki Regional Council:

- a) receives this memorandum *Taranaki Taku Tūrangā Our Place - Towards Predator-Free Taranaki project*

- b) notes the progress and milestones achieved in respect of the urban, rural and zero density possum projects of the *Taranaki Taku Tūrangā Our Place - Towards Predator-Free Taranaki* project.

Hitchcock/Williamson

5. Review of Council's approach in managing Pampas

- 5.1 Mr S Ellis, Environment Services Manager, spoke to the memorandum informing the Committee of the history of regulating Common Pampas (*Cortaderia selloana*) and Purple Pampas (*Cortaderia jubata*) and the programmes the Council has in place to ensure and promote the management of this, and other non-regulatory plant species, in the Taranaki region.
- 5.2 The Council have implemented a social media campaign to increase education around these types of plants. The first was on Pampas and how to tell the difference between Pampas and Toetoe and control measures. These are weekly updates on face book.

Recommended

That the Taranaki Regional Council:

- a) receives this memorandum entitled *Review of Council's approach in managing Pampas*
- b) notes the Councils historic approaches in managing Pampas through the Pest Plan and the Strategy
- c) notes the current programmes and responses undertaken by the Council under the Strategy relating to the management of Pampas within the Taranaki region
- d) notes the merits in not declaring Pampas in the Pest Plan.

Walker/McDonald

6. Council Works Supporting the Protection of Kororā in Taranaki

- 6.1 Mr C Spurdle, Policy Manager, spoke to the memorandum identifying the work that has been undertaken by the Council in protecting the Kororā (otherwise known as the Little Blue Penguin, Northern Blue Penguin or just the Blue Penguin) and to introduce to Members the educational document *Coastal structure maintenance: Guidance for planning works with regard to Kororā/Blue Penguins*.

Recommended

That the Taranaki Regional Council:

- a) receives this agenda memorandum on titled *Council works supporting the protection of Kororā in Taranaki*
- b) notes that the attached guidance document will be made available on the Council's website and will be provided directly to consent holders who have relevant coastal permits

- c) notes that this guidance material has been prepared with the assistance of officers from the Department of Conservation and recognises the overlapping interest that DOC (and other agencies) have in protecting the Kororā.

Young/Williamson

7. Submission on proposed changes to the registration conditions for Brodifacoum

- 7.1 Mr C Spurdle, Policy Manager, spoke to the memorandum introducing the submission prepared in response to the discussion document *Proposed changes to the registration conditions applied to the Vertebrate Toxic Agent Brodifacoum*.

Recommended

That the Taranaki Regional Council:

- a) receives this memorandum entitled *Submission on proposed changes to the registration conditions for Brodifacoum*
- b) endorses the attached submission.

Joyce/Walker

There being no further business the Committee Chairman, Councillor C L Littlewood, declared the meeting of the Policy and Planning Committee closed at 12.17pm. The meeting closed with a karakia.

Confirmed

Policy and Planning

Chairperson: _____

C L Littlewood

20 July 2021



Date: 29 June 2021

Subject: **Executive, Audit and Risk Committee Minutes - 21 June 2021**

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

Document: 2803256

Recommendations

That the Taranaki Regional Council:

- a) receives the minutes of the Executive, Audit and Risk Committee meeting of the Taranaki Regional Council held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford on Monday 21 June 2021 at 10am
- b) adopts the recommendations therein.

Matters arising

Appendices/Attachments

Document 2801665: Minutes Executive, Audit and Risk Committee - 21 June 2021



Date 21 June 2021, 10am
Venue: Taranaki Regional Council chambers, 47 Cloten Road, Stratford
Document: 2801665

Members Councillors N W Walker Committee Chairperson
 M J Cloke
 D L Lean
 C L Littlewood *zoom*
 M J McDonald
 M P Joyce *ex officio*

Attending Mr M J Nield Director – Corporate Services
 Ms R Johnson Finance Manager
 Ms N Walsh Health and Safety Adviser
 Miss L Davidson Committee Administrator

Apologies Apologies were received from Councillor D N MacLeod and Mr B Robertson.

Notification of Future of Local Government.

1. Confirmation of Minutes – 10 May 2021

Resolved

That the Executive, Audit and Risk Committee of the Taranaki Regional Council:

- a) takes as read and confirms the minutes and resolutions of the Executive, Audit and Risk Committee held in the Taranaki Regional Council Chambers, 47 Cloten road, Stratford on Monday 10 May 2021 at 9am
- b) notes the recommendations therein were adopted by the Taranaki Regional Council on Tuesday 18 May 2021.

Cloke/Joyce

Matters arising

There were no matters arising.

2. Financial and Operational Report

- 2.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum receiving information on the operational and financial performance of the Council.

Recommended

That the Taranaki Regional Council:

- a) receives the memorandum *Financial and Operational Report* and the April 2021 Monthly Financial Report
- b) approves the right-off of \$372.60 due from Coastal Drainage Limited
- c) notes the digital media update
- d) approves the common seal transactions:
 - 2021/01 - Renewal of Lease - 43-49 Centennial Drive, new Plymouth – Alcatraz Storage
 - 2021/02 - Regional Pest Management Plan
Lean/McDonald

3. Health and Safety Report

- 3.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum to receive and consider the health and safety performance of the Council.
- 3.2 Councillor M Joyce, thanked Officers for the work in generating these reports and having a separate Health and Safety item in the agenda and acknowledged the information being made available.

Recommended

That the Taranaki Regional Council:

- a) receives the April and May 2021 health and safety reports.
Cloke/Joyce

4. Civic Financial Services Ltd: 2020 Annual Report

- 4.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum to receive and consider the 2020 Annual Report for Civic Financial Services Ltd.

Recommended

That the Taranaki Regional Council:

- a) receives Civic Financial Services Ltd's 2020 Annual Report.
Lean/Cloke

5. Public Excluded

In accordance with section 48(1) of the *Local Government Information and Meetings Act 1987*, resolves that the public is excluded from the following part of the proceedings of the Executive, Audit and Risk Committee Meeting on Monday 21 June 2021 for the following reasons:

Item 6 - Public Excluded Minutes – 10 May 2020

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.

Item 7 - Office Refurbishment

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.

Item 8 – Yarrow Stadium Update

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.

Lean/Cloke

There being no further business, the Committee Chairperson, Councillor N W Walker, declared the open meeting of the Executive, Audit and Risk Committee closed at 10.47am.

Confirmed

**Executive, Audit &
Risk Chairperson:** _____

N W Walker

2 August 2021



Date: 29 June 2021

Subject: **Joint Committee Minutes**

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

Document: 2803341

Purpose

1. The purpose of this memorandum is to receive for information the minutes of the Taranaki Solid Waste Management Committee meeting held on Thursday 20 May 2021, the Taranaki Regional Transport Committee meeting held on Wednesday 2 June 2021 and the Taranaki Civil Defence Emergency Management Group Joint Committee meeting held on Wednesday 3 June 2021.

Executive summary

2. The Taranaki Solid Waste Management Committee, Taranaki Civil Defence Emergency Management Group Joint Committee and the Regional Transport Committee are Joint Committees between the Taranaki Regional Council and the three district councils of Taranaki.
3. *The Local Government Act* (Schedule 7, clause 30(8)) states that a joint committee is deemed to be both a committee of the local authority and a committee of the other local authority or public body.
4. Each council will therefore be given the minutes of the joint committee meetings for their receipt and information.

Recommendations

That the Taranaki Regional Council:

- a) receives the unconfirmed minutes of the Taranaki Solid Waste Management Committee meeting held on Thursday 20 May 2021
- b) receives the unconfirmed minutes of the Taranaki Regional Transport Committee meeting held on Wednesday 2 June 2021
- c) receives the unconfirmed minutes of the Taranaki Civil Defence Emergency Management Group Joint Committee meeting held on Wednesday 3 May 2021.

Matters arising

Appendices/Attachments

Document 2779117: Minutes Taranaki Solid Waste Joint Committee - 20 May 2021

Document 2786476: Minutes Taranaki Regional Transport Committee - 2 June 2021

Document 2785927: Minutes Taranaki Civil Defence Group Joint Committee - 3 June 2021



Date: 20 May 2021, 10.30am
Venue: Taranaki Regional Council, 47 Cloten Road, Stratford
Document: 2779117

Present	Councillors	D N McIntyre B Roach M Chong	Taranaki Regional Council South Taranaki District Council New Plymouth District Council
	Mayor	N Volzke	Stratford District Council
Attending	Ms	A Matthews	Taranaki Regional Council
	Miss	T West	Taranaki Regional Council
	Miss	L Davidson	Taranaki Regional Council
	Ms	V Araba	Stratford District Council
	Ms	L Campbell	Stratford District Council
	Mr	A Green	Envirowaste
	Ms	K Hope	New Plymouth District Council
	Ms	J Dearden	New Plymouth District Council
	Mr	H Denton	South Taranaki District Council
	Mr	J Beeslaar	South Taranaki District Council
	Ms	B Rymer	South Taranaki District Council
	Mr	D Hopkins	The Junction
	Mr	S Francis	The Junction
	Mr	P Scouller	The Junction
		One member of the media Mr M Watson, Taranaki Daily News.	
Apologies	Apologies were received from Councillors N W Walker (TRC), R Handley (NPDC) A Jamieson (SDC), Ms Rebecca Martin (STDC) and Mr Mike Oien (SDC). Chong/McIntyre		
Notification of Late Items	There were no late items.		

1. Appointment of Chairperson

- 1.1 Ms A Matthews, Taranaki Regional Council, opened the meeting and called for nominations of Chairperson due the apologies of Councillors N W Walker, Chairperson and A Jamieson, Deputy Chairperson.
- 1.2 Councillor D McIntyre nominated Councillor B Roach, South Taranaki District Council to chair the meeting.

Resolved

That the Taranaki Solid Waste Management Committee of the Taranaki Regional Council:

- a) appoints Councillor B Roach to chair the Taranaki Solid Waste Management Joint Committee meeting held on Thursday 20 May 2021.

McIntyre/Volzke

2. Confirmation of Minutes - 25 February 2021

Resolved

That the Taranaki Solid Waste Management Committee of the Taranaki Regional Council:

- a) takes as read and confirms the minutes and resolutions of the Taranaki Solid Waste Management Committee meeting held in the Taranaki Regional Council chambers on Thursday 25 February 2021 at 10.30am
- b) notes that the unconfirmed minutes of the Taranaki Solid Waste Management Committee held at the Taranaki Regional Council, 47 Cloten Road, Stratford on Thursday 25 February 2021 at 10.30am have been circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for receipt and information.

McIntyre/Chong

Matters arising

There were no matters arising.

3. Regional Waste Minimisation Officer's Activity Report

- 3.1 Ms J Dearden, New Plymouth District Council, spoke to the memorandum informing the Committee members of significant activities undertaken by the Regional Waste Minimisation Officer, in collaboration with the district council officers of New Plymouth District Council, Stratford District Council and South Taranaki District Council.
- 3.2 The Ag-Recovery one stop shop events were very successful with 75 farmers visiting throughout the region. Good feedback has been received so far and feedback on improvements for next time.

Recommended

That the Taranaki Solid Waste Management Committee of the Taranaki Regional Council:

- a) receives the memorandum and notes the activities of the Regional Waste Minimisation Officer.

Volzke/Chong

4. The Junction – Reuse Shop and Education Programme

- 4.1 Steve Francis, Doug Hopkins and Paul Scouller, The Junction, spoke to the memorandum and gave a presentation on activities undertaken by the Junction.
- 4.2 It was noted that the committee would be interested in a Junction Tour.

Recommended

That the Taranaki Solid Waste Management Committee of the Taranaki Regional Council:

- a) receives the memorandum and notes the activities of the Junction.

McIntyre/Volzke

4. Commercial Waste Reduction

- 4.1 Ms K Hope, New Plymouth District Council, spoke to the memorandum updating the Committee members on the progress of the New Plymouth District Council to reduce commercial and industrial waste to landfill in Taranaki under the Waste Management and Minimisation Plan.
- 4.2 It was suggested that there be more education on options for where items can go if they are not able to be taken by general transfer stations.

Mayor Volzke left the meeting at 11.54am

Recommended

That the Taranaki Solid Waste Management Committee of the Taranaki Regional Council:

- a) receives the memorandum and notes the activities of the New Plymouth District Council.

Roach/Chong

5. General Business

5.1 Aaron Green, Envirowaste, provided an update to the committee on Envirowaste Activities:

- Currently continuing to work through updating the fleet.
- Working through options to have a chemical waste satellite facility in Taranaki.
- It was noted that composting seems to be an important focus in Taranaki at the moment so looking at how we can move forward with a commercial composting facility in the future, also talking to Councils around green waste.
- Working to update equipment and ensure adequate staffing levels to be better prepared for the next year.
- It was noted that the electric vehicles only have 4-6 hours operating power so are unable to take these out of New Plymouth for collections. However, the technology is evolving daily so hopefully in the future there will be options for longer power life in electric vehicles.

There being no further business, Committee Chairperson, Councillor B Roach, declared the meeting of the Taranaki Solid Waste Management Committee closed at 12.10pm.

Confirmed

Chairperson _____

N W Walker

12 August 2021



Date 2 June 2021, 9am
Venue: Taranaki Regional Council, 47 Cloten Road, Stratford
Document: 2786476

Present	Councillors	M McDonald	Taranaki Regional Council (Chairperson)
		T Cloke	Taranaki Regional Council
	Mayors	N Volzke	Stratford District Council
		P Nixon	South Taranaki District Council
	Councillor	H Duynhoven	New Plymouth District Council
	Ms	E Speight	Waka Kotahi NZ Transport Agency
Attending	Messrs	M Nield	Taranaki Regional Council
	Ms	S Hiestand	Taranaki Regional Council
	Ms	F Ritson	Taranaki Regional Council
	Miss	L Davidson	Taranaki Regional Council
	Ms	L Stewart	Waka Kotahi NZ Transport Agency
	Mr	R I'Anson	Waka Kotahi NZ Transport Agency
	Mr	S Bowden	Stratford District Council
	Mr	R Leitao	New Plymouth District Council
	Mr	S Knarston	New Plymouth District Council
	Mr	D Langford	New Plymouth District Council (<i>part meeting</i>)
	Ms	A Sanson	Waka Kotahi NZ Transport Agency
	Ms	S Downs	Waka Kotahi NZ Transport Agency (<i>part meeting</i>)
	Mr	P Ledingham	Taranaki Regional Council
	Inspector	A Gurney	NZ Police (<i>part meeting</i>)
	Sgt	A Wong-Too	NZ Police (<i>part meeting</i>)

One member of the media, Mr M Davey, Taranaki Daily News and submitters being heard.

Apologies There were no apologies received.

Notification of Late Items Ahititi Stock Effluent Disposal facility.

1. **Hearing of submissions on the Regional Land Transport Plan 2021/22-2026/27**
- 1.1 Councillor Mr MJ McDonald, spoke to the memorandum introducing the submissions on the draft *Regional Land Transport Plan 2021/22-2026/27* (the draft Plan), hear those submitters who wish to speak to their written submission and to recommend any changes to the Plan.
- 1.2 The following submitters were heard by the committee:
 - **Kaitake Community Board** – Doug Hislop – Submission number 47
 - **Hiringa Energy** – Dion Cowley - Submission number 56
 - **Urs Signer** – Submission Number 35 (Zoom)
 - **NZ Automobile Association** – Ralph Broad – Submission number 37
(Councillor H Duynhoven, New Plymouth District Council, declared an interest in this submission as he is a member of the NZ Automobile Association)
 - **Taranaki Trails Trust** – Stacey Hitchcock and Charlotte Littlewood – Submission Number 38
 - **Barbara Hammonds** – Submission Number 44 (zoom)
 - **New Plymouth District Council** – Neil Holdom – Submission Number 46
 - **Sport Taranaki** – Andrew Moffat and Anna Crawford – Submission Number 51
 - **Climate Change Taranaki** – Emily Bailey – Submission Number 52 (Zoom)
- 1.3 As NPDC have removed Wairau Road from their Long-Term Plan, all reference to it will be removed from the RLTP.
- 1.4 Ms F Ritson, Taranaki Regional Council, spoke to the Officers report and a proposed track-changes copy of Section 4 [Strategic Framework] of the Plan. The following changes were made to the officer’s recommendations:
 - **Headline targets – Improving Safety** – A 40% reduction in deaths and serious injuries.
 - **Policies and measures (methods)**
 - Objective 1 – Remove last two bullet points related to rail. It was noted that Councillor H Duynhoven, New Plymouth District Council was against this recommendation.
 - Objective 3 – point 8 change the word contrasting to differing.
 - Objective 3 – point 9 add “and be evidence based” to the end.
 - Objective 6 – point 8 remove the reference to EV’s
 - Objective 6 – point 10 remove reference to EV and use reference to low emission instead.
- 1.5 Acknowledgement was given to the Policy Team especially Fiona Ritson for the work that she has put in to this process which was a lot more challenging that previous years.

Resolved

That the Taranaki Regional Transport Committee:

- a) receives and acknowledges with thanks the submissions forwarded in response to the draft Plan
- b) adopts the recommendations contained within the attached Officer's Report subject to any changes requested by the Committee and, as a result of submissions, amends the draft Plan to give effect to those recommendations
- c) notes the amended Plan will then be adopted at the 29 June 2021 Ordinary Meeting
- d) notes that the adopted Plan must be submitted to Waka Kotahi by 30 June 2021.
Clope/Duynhoven

The meeting was adjourned at 12.25pm and reconvened at 12.45pm.

2. Confirmation of Minutes – 3 March 2021

Resolved

That the Taranaki Regional Transport Committee:

- a) takes as read and confirms the minutes of the Taranaki Regional Transport Committee meeting held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford on Wednesday 3 March 2021 at 10.30am
- b) notes that the unconfirmed minutes of the Taranaki Regional Transport Committee held at the Taranaki Regional Council on Wednesday 3 March 2021 at 10.30am, have been circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for their receipt and information.

Clope/Nixon

Matters arising

- Mr R Leitao, New Plymouth District Council, provided an update on the Colson Road extension it was noted that the project is not safety related as there have been no accidents. The issues in that area are congestion issues. The first three years of the Long-Term Plan will look at the business case for the project.
- NZTA have no changes to the network planned in relation to the Egmont Road SH3 intersection.

3. Regional Transport Advisory Group Minutes

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the confirmed minutes of the Regional Transport Advisory Group meeting held on Wednesday 28 April 2021

- b) receives the unconfirmed minutes of the Regional Transport Advisory Group meeting held on Wednesday 12 May 2021.

Volzke/Nixon

Matters arising

- 28 April - STDC update – Nukumarū Station Road – Should be started next financial year.

4. State Highway 3 Working Group Minutes

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the unconfirmed minutes of the State Highway 3 Working Group meeting held on 23 April 2021 at 10.30am at the St Johns Rooms, Mokau.

McDonald/Duynhoven

Matters arising

It was noted that the Councillor M J Cloke and Mr R I Anson are to catch up regarding the prioritisation of the SH3 North improvements.

5. Active Transport (Walking and Cycling) Update

- 5.1 Ms L Beck, New Plymouth District Council provided a presentation on walking and cycling activities in the New Plymouth District.
- 5.2 Ms C Littlewood, Taranaki Trails Trust provided a verbal update on Trails Trust activities.
- 5.3 Ms S Downs, Waka Kotahi NZ Transport Agency, Provided a presentation on Waka Kotahi activities.

Resolved

That the Taranaki Regional Transport Committee:

- a) receives with thanks the update provided by the New Plymouth District Council on walking and cycling activities in their district
- b) receives with thanks the verbal update provided by the Taranaki Trails Trust on their activities.
- c) receives with thanks the presentation provided by Waka Kotahi NZ Transport Agency on their activities.

Cloke/Duynhoven

6. Submissions for Endorsement

- 6.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum, seeking formal endorsement from the Committee on the following regional submissions that have been undertaken since the last meeting:
- Submission on *Waikato Draft Regional Land Transport Plan 2021-2051*
 - Submission on *Horizons Draft Regional Land Transport Plan 2021*
 - Transport-focused submission on the *Climate Change Commission Draft Advice 2021*.

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the memorandum entitled *Submissions for endorsement*
- b) adopts the following submissions:
 - Submission on *Waikato Draft Regional Land Transport Plan 2021-2051*
 - Submission on *Horizons Draft Regional Land Transport Plan 2021*
 - Regional Transport Committee Submission on the *Climate Change Commission Draft Advice 2021*.

Volzke/Duynhoven

7. Future Transport Related Consultations by Government

- 7.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum, advising Members of other consultations underway that the Committee may wish to consider submitting on:
- *Hikina te Kohupara – Transport Emissions: Pathways to Net Zero by 2050*
 - *Land Transport Rule: Setting of Speed Limits 2021*
 - Public Transport Operating Model review.

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the memorandum entitled *Future transport related consultations by Government*
- b) submits on the *Land Transport Rule: Setting of Speed Limits 2021*.

Cloke/McDonald

8. Waka Kotahi New Zealand Transport Agency Update

- 8.1 Ms E Speight, Waka Kotahi NZ Transport Agency, introduced Ms Linda Stewart, who is the new Director Regional Relationships for Manawatu, Whanganui, Taranaki, Hawke’s Bay and Gisborne.

- 8.2 Ms E Speight, provided a presentation updating the Committee on the Waka Kotahi New Zealand Transport Agency's activities nationally and regionally and answered questions arising.
- 8.3 Concerns were raised by the Committee around the setting of speed limits rule. Especially the current poor condition of the Taranaki State Highways.
- 8.4 The Mayoral Forum is having a meeting with Waka Kotahi Board deputy chair and it was suggested that the Regional Transport Committee Chairperson, Councillor M McDonald be invited to attend the meeting.
- 8.5 Committee Chairperson, Councillor M McDonald, thanked Ms E Speight for her participation in the Regional Transport Committee meetings over the past year.

Resolved

That the Taranaki Regional Transport Committee:

- a) receives with thanks the presentation provided by Waka Kotahi New Zealand Transport Agency.
McDonald/Nixon

9. Territorial Authorities Updates

- 9.1 Mr S Bowden, Stratford District Council, spoke to the report updating the committee on transport activities within the Stratford District.
- 9.2 Mayor P Nixon, South Taranaki District Council, spoke to the report updating the committee on transport activities within the South Taranaki District.
- 9.3 Mr R Leitao, New Plymouth Council, spoke to the report updating the committee on transport activities within the New Plymouth District.

Resolved

That the Taranaki Regional Transport Committee:

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

10. Public Transport Operational Update for the Quarter Ending 31 March 2021

- 10.1 Ms S Hiestand, Transport Manager, spoke to the memorandum, providing members of the Regional Transport Committee with an operational report on public transport services for the quarter ending 31 March 2021.

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the report *Public Transport Operational Report for the Quarter Ending 31 March 2021*
- b) notes the operational report of the public transport services for the quarter ending 31 March 2021.

Cloke/Nixon

11. Log Movement on Rail in Taranaki-Whanganui Feasibility Study Report June 2020

- 11.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum, providing the Committee with the commissioned report on the feasibility study undertaken to consider rail movement of logs in Taranaki as provided by Kiwirail in May 2021.

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the Log Movement on Rail in Taranaki-Whanganui Feasibility Report June 2020.

McDonald/Volzke

12. General Business

12.1 Police Update

Inspector A Gurney, NZ Police provided a brief update to the committee on Police activities within the District. The following points were noted:

- There have been no road deaths in the Taranaki region in the last six months.
- Police presence on roads will be increased over Queens Birthday weekend.
- An exercise is being undertaken in conjunction with Z Inglewood over Queens Birthday Weekend. There will be police present at the fuel station as well as the potential for media to be around.
- There is a Bill going through parliament at the moment for Police to implement roadside drug testing. Once it has been confirmed it will be about 12 months before testing can start.

12.2 Ahititi Stock Effluent Disposal

Ms E Speight, Waka Kotahi New Zealand Transport Agency, provided an update on the Ahititi Stock Effluent Disposal facility:

- The current facility will be closed as the resource consent has expired.

- The cost estimate that came in was significantly over the budget approved for the project. The team are currently working through the budget and design.
- Elected members expressed serious concerns around the site being closed. This could cause overflows from trucks on to roads which poses a massive safety risk and urged Waka Kotahi New Zealand Transport Agency to work options to have the facility available at the site until the new facility is complete.

There being no further business the Committee Chairperson, Councillor M J McDonald, declared the Regional Transport Committee meeting closed at 3.33pm.

Confirmed

**Taranaki Regional Transport
Committee Chairperson:** _____

M J McDonald

Wednesday 1 September 2021



Committee: Taranaki Emergency Management Group Joint Committee

Date: 3 June 2021, 2pm

Venue: Taranaki Regional Council, 47 Cloten Road, Stratford

Document: 2785927

Present	Councillor Mayors	M Cloke P Nixon N Volzke N Holdom	Taranaki Regional Council (<i>Chairman</i>) South Taranaki District Council Stratford District Council New Plymouth District Council
Attending	Ms Messrs Ms Mr Ms Ms Mr Mr Miss	L Poutu S Ruru S Hanne W Crockett C Williamson T Velvin T Gordon A Newman M Meads G Genet C Morris S Parrish L Davidson	Tokomaru Representative Taranaki Regional Council Stratford District Council South Taranaki District Council New Plymouth District Council Taranaki Emergency Management Taranaki Emergency Management Taranaki Emergency Management National Emergency Management Agency National Emergency Management Agency National Emergency Management Agency Taranaki District Health Board Taranaki Regional Council

One member of the media, Mr M Watson, Taranaki Daily News.

Opening Karakia The meeting opened with a group Karakia.

Apologies Kelvin Wright - New Plymouth District Council and Leanne Horo - Kurahaupō Representative.

Notification of Late Items There were no late items.

1. Confirmation of Minutes - 10 March 2021

Resolved

Taranaki Civil Defence Emergency Management Group Joint Committee:

- a) takes as read and confirms the minutes and resolutions of the Taranaki Civil Defence Emergency Management Group Joint Committee held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford on Wednesday 10 March 2021 at 10.30am
- b) notes that the unconfirmed minutes of the Taranaki Civil Defence Emergency Management Joint Committee held at the Taranaki Regional Council on Wednesday 10 March 2021 at 10.30am, have been circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for their receipt and information.
Volzke/Nixon

Matters arising

There were no matters arising.

2. Taranaki Civil Defence Emergency Management Co-ordinating Executive Group Minutes - 13 May 2021

Resolved

Taranaki Civil Defence Emergency Management Group Joint Committee:

- a) receives the unconfirmed minutes of the Taranaki Civil Defence Emergency Management Co-ordinating Executive Group Meeting held in the Taranaki Regional Council Chambers on Thursday 13 May 2021 at 10.30am
- b) adopts the recommendations therein.
Clope/Volzke

Matters arising

- 2.1 Mr S Hanne, Taranaki Civil Defence Emergency Management Co-ordinating Executive Group, Chairperson, spoke to the minutes.
- 2.2 It was noted that in the Quarterly report Officers expressed that the figures for staff trained in CDEM response are incorrect. Mr T Velvin, CDEM Regional Manager, informed that staff are working with the District Councils to get these figures up to date and correct.

3. Advisory Group Minutes

Resolved

Taranaki Civil Defence Emergency Management Group Joint Committee:

- a) receives the unconfirmed minutes of the meeting of the Readiness & Response Advisory Group (RARAG) held on 21 April 2021

- b) receives the unconfirmed minutes of the meeting of the Risk Reduction Advisory Group (RRAG) held on 29 April 2021
- c) receives the unconfirmed minutes of the meeting of the Rural Advisory Group (RAG) held on 3 May 2021
Nixon/Holdom

Matters arising

- 3.1 Mr T Velvin, CDEM Regional Manager, spoke to the Advisory group minutes. It was noted that CDEM have been looking at the structure of the advisory groups, mostly the Lifelines, Rural and Wellness groups and how to get the best response out of these groups. Members will hopefully start to see some changes with better outputs coming through from these groups.

4. Verbal COVID-19 Update

- 4.1 Mr S Parrish, Taranaki District Health Board, provided an update on COVID-19 vaccination programme.
- 4.2 Taranaki District Health Board are just finishing up vaccinating group two and are about to start vaccinating group three. Currently working on how to invite those in group three to be vaccinated.
- 4.3 In Taranaki 7,100 people have been vaccinated so far and expecting to vaccinate 14,000 by the end of June.
- 4.4 By the end of July the aim is to be vaccinating 8,000 a week including at pharmacies, GP clinics and through Tui Ora.
- 4.5 Mobile sites will be set up throughout Taranaki from Mōkau to Pātea and around the maunga. Waverley is being covered by the Whanganui District Health Board.
- 4.6 It was acknowledged that services need to be provided in Stratford and Eltham areas as there are a lot of people in these towns who are not registered with a GP as there is a high demand.
- 4.7 Communication to the public is important, the Health Board will be using a range of media to get messages out in to the community and will also be using relevant community groups. Due to the large number of people for group three a booking centre will be set up so people can book online or by phone.
- 4.8 Tui Ora and Ngāti Ruanui and Ngāruahine will be involved in mobile deliveries as well as it would help get in to the communities.

5. Quarter Three Performance Report 2020/21

- 5.1 Mr T Velvin, CDEM Regional Manager, spoke to the memorandum presenting the 2020/21 Quarter Three Performance Report for the Taranaki Civil Defence Emergency Management Group.
- 5.2 Staff are working to get the figures correct for the Council volunteer numbers.
- 5.3 From Tuesday 8 June TEMO will be fully staffed for the first time in a long time.
- 5.4 CDEM have been successful in securing resilience funding to start up TURRNIP. The first part of this will be to increase volcanic literacy within the community. There will

also be mapping of hazards and infographics to use as communication for the public. Chris Morris, NEMA, is the Volcano Planner assisting with volcanic response planning.

- 5.5 It was noted that the Professional Services Budget is currently unused, however, there have been a few recent invoices come in that will use that budget.
- 5.6 The Group Plan is a five year plan and it was clarified that Taranaki Civil Defence will not be able to achieve all the activities in the plan due to events that have occurred e.g. COVID-19. Mr T Velvin is working with staff on individual work plans. Those items that are not going to be completed in timeframes will be communicated back to the Committee.
- 5.7 It was highlighted that there is still a high risk for Taranaki Civil Defence not having an Alternate Group Recovery Manager appointed. Taranaki Civil Defence are aware of the need to succession plan for this risk. 5.10

Resolved

Taranaki Civil Defence Emergency Management Group Joint Committee:

- a) receives the memorandum, *Quarter Three Performance Report 2020/21*.
Clope/Holdom

6. Building update

- 6.1 The completion of the building has been delayed a few weeks and is now looking like it will be completed on 16 June.
- 6.2 It is likely that the final cost will be slightly over budget. Taranaki Civil Defence have some excess CAPEX budget that could be used to fund this additional cost.

7. Roles and Responsibilities

- 7.1 Mr T Velvin, CDEM Regional Manager, noted that work is underway to get the Roles and Responsibilities documentation complete and ensure it is easy to understand.

8. Policy for Statutory Appointments

- 8.1 Mr T Velvin, CDEM Regional Manager, spoke to the memorandum clarifying the appointments of Controllers (Group and Local) and Recovery Managers (Group and Local) for the Taranaki Civil Defence Group.
- 8.2 A paper will be presented to the next committee meeting to approve a new group controller.

Resolved

Taranaki Civil Defence Emergency Management Group Joint Committee:

- a) receives the Memorandum *Policy for Statutory Approvals*
- b) approves the policy for *Statutory Approvals*.
Clope/Nixon

9. National Emergency Management Agency (NEMA) Engagement with CDEM Groups

- 9.1 Ms M Meads, NEMA, introduced Ms G Genet NEMA Senior Leadership Team, and Mr C Morris, NEMA Volcanic Planner.
- 9.2 Ms G Genet, gave a presentation updating the Committee of NEMA's Senior Leadership Team activities.
- 9.3 NEMA are working to strengthen relationships with CEG and Joint Committees. Senior Leadership members will provide updates to meetings in the future.
- 9.4 It was noted that within New Zealand there are a lot of different communities and some of those are hard to reach when telecommunications are down. 9.6 Kin Kura are not aware of the messaging around events as they are not in mainstream schooling, it was noted that Taranaki Civil Defence can work with Iwi Representatives on a strategy to get those messages out to that community.
- 9.5 Mr C Morris, NEMA Volcanic Planner gave an overview of his position it was noted that there is an aim to create more of a link between regional and national volcanic planning.

Resolved

Taranaki Civil Defence Emergency Management Group Joint Committee:

- a) receives the memorandum *National Emergency Management Agency (NEMA) Engagement with CDEM Groups* and the presentation from the SLT representative
- b) receives the Letter to Chairs of the CDEM Joint Committee and CEGs dated 29 April 2021
- c) welcomes a NEMA Senior Leadership Team representative to future meetings of the Taranaki Civil Defence Emergency Management Group Joint Committee.
- Cloke/Holdom

10. National Emergency Management Agency (NEMA) Correspondence and Update

- 10.1 Ms M Meads, NEMA, spoke to the memorandum providing the *Taranaki Civil Defence Emergency Management Group Joint Committee* of correspondence received from NEMA and to receive an update from NEMA's Regional Emergency Management Advisor.
- 10.2 Ms M Mead introduced Chris Morris, who was appointed to the role of Regional Volcanic Planner the position covers regional and national volcanic planning with a focus on Taranaki and broader volcanic planning across Taranaki.
- 10.3 The NEMA conference was held last week if there is any feedback from any of those who attended please pass on to Malinda.

Resurgence Planning - Alert Level Boundary/ Checkpoint Planning

- 10.4 The COVID-19 Response Group (DPMC) has recognised the work that has been completed in the Taranaki region by TEMO and other agencies including NZ Police. Alert Level Boundary and Checkpoint planning continues to be looked at by the COVID-19 Response Group for future changes in alert levels.
- 10.5 The focus of this is to look at possible Alert Level boundaries for specific regions, i.e. those regions where there are Managed Isolation and Quarantine facilities i.e. Hamilton, Rotorua, Wellington and Christchurch.

- 10.6 At this stage, DPMC are not intending to hold workshops with all regions, as the risk of a resurgence is low. DPMC are adopting a new approach to developing Alert Level boundaries, based on the following principles:
- Boundaries are appropriate and proportionate to support a public health response to COVID-19 that prevents and limits the spread of COVID-19 (primary consideration).
 - Boundaries minimise the need for people to travel between areas at different Alert Levels to go to work, a place of learning, or to receive medical treatment.
 - Boundaries are practical and safe to enforce.
 - Boundaries minimise economic disruption to business and supply chains – e.g. ensuring businesses can continue to operate if safe to do so.
 - Boundaries minimise equity impacts – e.g. access to life critical services such as food.
- 10.7 There is also an ability to develop bespoke boundaries that would be appropriate and proportionate to a specific outbreak based on transmission information.
- 10.8 It's important to note that although the aim is to have the boundaries ready to include in cabinet papers, the final version is not guaranteed and will depend on the public health advice at the time of an outbreak. Ultimately Cabinet will decide where a boundary is placed.

Results of the National Warning System Test

- 10.9 On Thursday 8 April 2021, NEMA tested the National Warning System (NWS).
- 10.10 The total number of recipients increased from 627 to 1,217, since this time last year. This was in response to COVID-19 Resurgence planning where there was a need to add Mayors, Chief Executives and statutory CDEM roles. 941 recipients (78%) received and acknowledged the message within 30 minutes.

NEMA to launch refreshed earthquake and tsunami campaign.

- 10.11 The NEMA Communications Unit are about to launch an earthquake and tsunami campaign with a special focus on reaching those less likely to know the correct life safety action to take in an earthquake and tsunami event.

Post-Event Report for the March 5 Hikurangi and Kermadec Islands Earthquakes

- 10.12 The Hikurangi Kermadec Islands Earthquakes, 5 March 2021 Post Event Report was released on Tuesday 18 May. The report reflects that this was a complex series of events, and provides an overview of the NEMA response to the earthquakes and subsequent tsunami threats.

Changes in the Regional Partnerships Unit

- 10.13 NEMA have recently conducted a review of the structure of the Regional Partnerships Unit. The following is a summary of the key decisions that came in effect on 7 May:
- 'REMA' team will change to the "Regional Engagement Team".
 - A new "Team Leader, Regional Engagement" role will be established (Wellington-based). The current Regional Coordinator roles will be disestablished.
 - Three new REMA roles will be established to work alongside the existing Senior REMAs to broaden the career developmental path for emergency management professionals in both NEMA and the wider EM Sector.
 - SREMA support through Malinda remains unchanged however, she now also supports the Northland CDEM Group.

Resolved

Taranaki Civil Defence Emergency Management Group Joint Committee:

- a) receives and notes the correspondence received from NEMA
- b) receives and notes the verbal update provided by Malinda Meads.
Holdom/Volzke

11. General Business

11.1 Recovery workshop – 10 June 2021

There are about 40 RSVP's so far. It is highly encouraged that Councils have some representation in attendance to have input on how to build the recovery plan for the region.

There being no further business the Group Chairperson M J Cloke thanked attendees and declared the Taranaki Civil Defence Emergency Management Group Joint Committee Meeting closed at 3.27pm

Confirmed

Chairperson _____

M J Cloke

19 August 2021



Date 29 June 2021

Subject: **Meeting Dates for July and August 2021**

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

Document: 2803330

Purpose

1. The purpose of this memorandum is to provide notification to Members of the meeting dates for the next round of meetings for July and August 2021.

Meeting Dates

Consents and Regulatory Committee	Tuesday 20 July 2021	9.30am
Policy and Planning Committee	Tuesday 20 July 2021	10.30am
Executive, Audit and Risk Committee	Monday 2 August 2021	10am
Ordinary	Tuesday 10 August 2021	10.30am



Date: 29 June 2021

Subject: **Change of Waka Kotahi New Zealand Transport Agency Representative on the Regional Transport Committee**

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

Document: 2803035

Purpose

1. The purpose of this memorandum is to notify the Council that Waka Kotahi New Zealand Transport Agency have appointed a new Director Regional Relationships for Taranaki Manawatū-Whanganui, Hawke's Bay and Gisborne and to approve the change in representative for the Taranaki Regional Transport Committee.

Executive summary

2. Linda Stewart has been appointed to the position of Director Regional Relationships effective 1 June 2021, replacing Emma Speight who has been acting in the position.
3. Linda Stewart will replace Emma Speight as the representative on the Taranaki Regional Transport Committee.

Recommendations

That the Taranaki Regional Council:

- a) receives the agenda memorandum *Change of Waka Kotahi New Zealand Transport Agency Representative on the Regional Transport Committee*
- b) notes that Linda Stewart has been appointed to the role of Director Regional Relationships
- c) appoints Linda Stewart to the Taranaki Regional Transport Committee as the Representative for Waka Kotahi New Zealand Transport Agency
- d) acknowledges the input to the Committee from Emma Speight over the last year
- e) notes Ross I'Anson will continue in the as alternate representative for Waka Kotahi New Zealand Transport Agency.

Background

4. Emma Speight, Interim Director Regional Relationships, was appointed as the Waka Kotahi New Zealand Transport Agency representative in 2020.

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Community considerations

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

Legal considerations

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

Appendices/Attachments

Document 2803092: Letter from Waka Kotahi NZ Transport Agency Regarding Director Regional Relationships



50 Victoria Street
Private Bag 6995
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New Zealand
T 64 4 894 5400
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26 May 2021

Regional Transport Committee
Taranaki Regional Council

Attn: Matthew MacDonald, Chair

Kia ora Matthew,

As you will be aware, Linda Stewart has now started with us as Director Regional Relationships for Taranaki, Manawatū-Whanganui, Hawke's Bay and Gisborne. I will therefore be handing over my responsibilities over the next month to concentrate on my substantive role.

The Regional Transport Committee meeting on 2 June will be my last, so please accept this letter as my resignation from the committee from 30 June 2021. Linda Stewart is the nominated Waka Kotahi NZ Transport Agency member from 1 July 2021.

Since picking up the Taranaki portfolio just prior to the first Covid-19 lockdown, I have had the privilege of working with a range of regional leaders, chief executives and their teams to support their transport aspirations across the region. While at times this has been challenging – especially when the funding is tightly constrained – I have always appreciated the passion and commitment that each member brings to the RTC table.

I wish you and the RTC members all the best for the future.

Ngā mihi

A handwritten signature in blue ink, appearing to read 'Emma Speight'.

Emma Speight
Director Regional Relationships, Greater Wellington and Top of the South

Cc: Steve Ruru, Chief Executive



Date: 29 June 2021

Subject: **Approval of the Regional Land Transport Plan for Taranaki 2021-2027**

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

Document: 2796861

Purpose

1. The purpose of this memorandum is to adopt the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* (RLTP) prepared by the Regional Transport Committee.

Executive summary

2. On behalf of the Taranaki Regional Council, the Regional Transport Committee has prepared a new RLTP to replace the current *Regional Land Transport Plan for Taranaki 2015/18-20/21*.
3. A draft was released for consultation on 11 March 2021, with 55 submissions received. A hearing of submissions was held by the Regional Transport Committee on 2 June 2021.
4. The Regional Transport Committee, having received and deliberated on all submissions, and having regard to its statutory duties in preparing a regional land transport plan, has made changes to the draft RLTP and is now recommending the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* to the Council for final approval.
5. The adopted RLTP will be submitted to Waka Kotahi NZ Transport Agency on 30 June 2021 for their consideration.

Recommendations

That the Taranaki Regional Council:

- a) receives and approves the *Regional Land Transport Plan for Taranaki 2021/22-2026/27*
- b) notes that the adopted *Regional Land Transport Plan for Taranaki 2021/22-2026/27* will then be submitted to Waka Kotahi NZ Transport Agency for its consideration.

Background

6. The *Land Transport Management Act 2003* (LTMA), is the main statutory framework for land transport planning and funding in New Zealand. The 2013 amendments to the

LTMA made a number of significant changes to regional transport planning and funding. Under these changes, regional land transport strategies and regional land transport programmes were replaced by a new single regional planning document – the regional land transport plan, which combines elements of both former documents.

7. The RLTP's role is to provide strategic direction to land transport in the region and set out how the region proposes to invest to achieve its objectives. It also enables Taranaki's approved organisations (the four councils) and Waka Kotahi to bid for funding for land transport activities in the Taranaki region from the Government's National Land Transport Fund (NLTF). Based on the RLTP, Waka Kotahi then decides which activities it will include in the three-yearly National Land Transport Programme (NLTP). Once included in the national programme, an activity can then be funded from the NLTF and subsequently delivered.
8. An RLTP is a six-year document, with the focus being on detailed funding for the first three years. However, funding forecasts are also provided for an additional seven years (ten financial years in total). The RLTP is reviewed and new programmes of land transport activities prepared on a three-yearly cycle.
9. The first RLTP for the region was approved by the Council in April 2015, and came into effect on 1 July 2015. A mid-term review of the current RLTP was undertaken during 2017/2018, approved by the Council in June 2018, and came into effect on 1 July 2018.
10. Pursuant to the LTMA, a new RLTP for Taranaki is required to be prepared by the RTC, adopted by the Taranaki Regional Council, and then forwarded to Waka Kotahi NZ Transport Agency by 30 June 2021.
11. Consequently, a draft RLTP was prepared and consulted on as part of the public consultation process pursuant to section 83 of the *Local Government Act 2002*.

Issues

12. The key issue is the adoption of the *Regional Land Transport Plan for Taranaki 2021/22-2026/27*.

Submissions received and deliberations made

13. The draft RLTP was approved for public consultation by the Taranaki Regional Transport Committee on 3 March 2021. The draft Plan was then publicly notified as being available for submissions on 11 March 2021, with submissions closing on 13 April 2021.
14. Fifty-five submissions on the draft RLTP were subsequently received. Key themes raised in the submissions included:
 - Poor state of existing roading (state highways)
 - Inglewood safety concerns
 - Very divergent views on continued investment in roading projects
 - Concerns about safety of vulnerable road users and providing appropriate facilities for walking and cycling
 - Greater urgency for transitioning to low-emission transport options
 - Greater use of rail for freight and passenger movement
 - Support for the Regional Trails Vision to 2050 (Appendix VI of the RLTP)

15. The RTC met on 2 June 2021 to hear nine verbal submissions on the draft RLTP, and then deliberate on all submissions received. A number of changes were made to the draft Plan as a result of submitters feedback, the majority of those to the Strategic Framework within Section 4.
16. A copy of the final RLTP 2021 is attached to the Agenda, though Members should note that there are still some minor editorial changes to be made, including to figures within the funding and programme tables.

Next steps and the future

17. Once adopted, the revised Plan will be submitted to Waka Kotahi (via online submission into the Agency's funding management system Transport Investment Online) by 30 June 2021.
18. 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. The programme component of the RLTP, which is essentially a funding bid, will be 'nationally moderated' alongside those from all other regions for inclusion in the National Land Transport Programme 2021-2024. In essence, this means that Taranaki's priorities for requested funding support may not be reflected in the national programme.
19. Councillors are reminded that the activities included in an RLTP may be varied or withdrawn by the relevant organisation at any time, both during the development of the RLTP and subsequent to its release. 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.
20. The extensive impending legislative changes for the sector make it likely that this will be the last RLTP in this form, as the LTMA is one of the Acts expected to be replaced by the Strategic Planning Act. It is probable that key aspects of the strategic front end of the RLTP will be incorporated into the proposed new Regional Spatial Plans. However, it is as yet unclear how the programming/funding bid aspects of the RLTP will be dealt with under the new framework.

Options

21. At this stage of the process, there is only one viable option, being adopting the Plan. Any other option to fundamentally change the Plan or to seek further consultation and/or engagement will result in the Council missing its statutory deadline of submitting an approved Plan to Waka Kotahi by 30 June 2021.

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

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

Community considerations

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

Legal considerations

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

Appendices/Attachments

Document 2526398: Final Regional Land Transport Plan for Taranaki 2021-2027

REGIONAL Land Transport Plan

FOR TARANAKI 2021/22 – 2026/27



Working with people | caring for Taranaki

Regional Land Transport Plan for Taranaki 2021/22-2026/27

Produced by:

With assistance from:



Mountain to Sea
Te Kaunihera-ā-Rohe o Ngāmotu
NEW PLYMOUTH
DISTRICT COUNCIL
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TE KAUNIHERA Ā ROHE O
WHAKAAHURANGI
STRATFORD
DISTRICT COUNCIL



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.

<i>The 'strategic front end'</i>	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
<i>The 'funding bid'</i>	Section 6 Programming of activities
	Section 7 Funding the Plan
<i>The 'round up'</i>	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



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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.

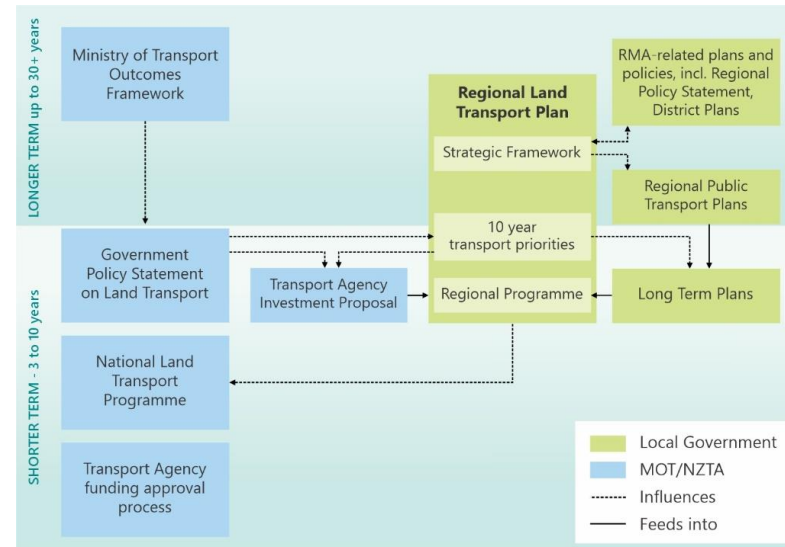


Figure 1: Plan's relationship within land transport planning and funding

1.2 Area covered

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

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

1.3 Period covered

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.

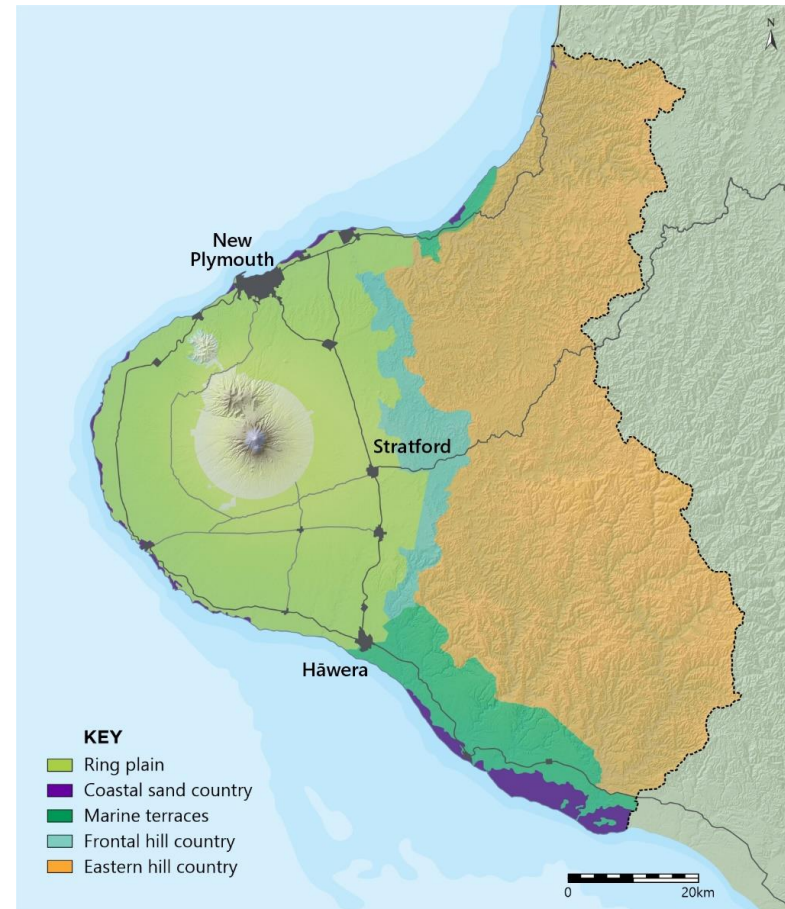
The Taranaki region has a temperate climate with generally abundant rainfall. The climate and subsoils are suited to high-producing pastures, with about 60% of the region used for high intensity pastoral farming. Approximately 40% of the region is in indigenous forest and shrubland, mostly within Te 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.

¹ National Exotic Forest Description, Table 9.7, 1 April 2013.

² Taranaki Industry Projections 2013-2036, November 2014.

³ Energy in New Zealand 2019. MBIE. October 2019.

⁴ Energy in New Zealand 2019. MBIE. October 2019.

⁵ Tapuae Roa: Make Way for Taranaki Strategy, August 2017, p.52.

Forests ready for harvesting are forecast to potentially peak in Taranaki over the next 5 to 15 years¹ 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 Zealand². The Taranaki Basin is New Zealand's only commercial hydrocarbon producing area supplying 17% of New Zealand's self-sufficiency oil needs.³

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.⁴

The energy sector dominates Taranaki's economy, producing 28% of New Zealand's GDP and generating \$2.08 billion annually.⁵

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.

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 below.



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 the 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 Ngāa 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 overleaf 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’⁶ in the New Plymouth District, 700 kilometres in Stratford and 631 kilometres in South Taranaki.

The state highways in the region (refer Figure 4 on page 11) 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

⁶ 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).

Total local roads	596.9	1,624.4	1,282.8	3,504.1
State Highways	74.1 ⁷	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.

Heavy vehicles

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

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.

⁷ This excludes the 39.4 km of SH43 in the Stratford District located within the Manawatu-Wanganui region. C
Waka Kotahi’s costings are based on regional not district boundaries.

⁸ *National Freight Demand Study, March 2014, p193.*

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 2012⁸), 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).

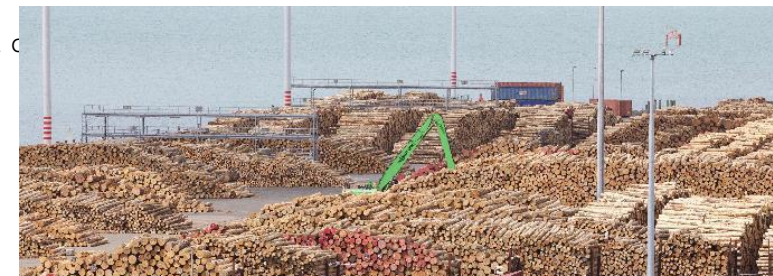




Figure 4: Overview of Taranaki’s current land transport network

Rail network

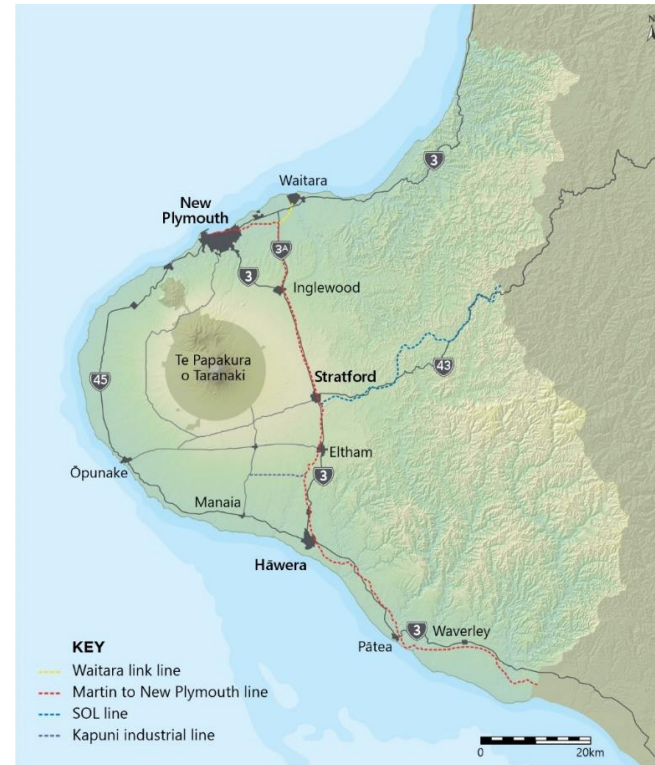
The New Zealand railway network is owned and managed by KiwiRail, who operates all freight and most passenger services.

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

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

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 Rangitikei District for log transport to North Island ports.⁹ Additionally, KiwiRail have been investigating¹⁰ establishing a rail hub at Waverley in South Taranaki, which would also have significant implications for increasing the proportion of logs moved by rail.

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

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

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

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 becoming increasingly

important to note the steady growth in passenger movements, and hence increased road traffic to and from the airport and associated impacts on the transportation network.

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

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

Passenger transport services

A fit-for-purpose cost-effective public transport service in Taranaki offers a number of potential environmental, financial and social benefits. However, the combination of low population density and geographical isolation can make the provision of cost-effective public transport services in 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.

It is expected that the Taranaki Regional Council and three local district councils will continue to support the Ride Share (car pooling) initiative as it continues to support other community transport options.

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

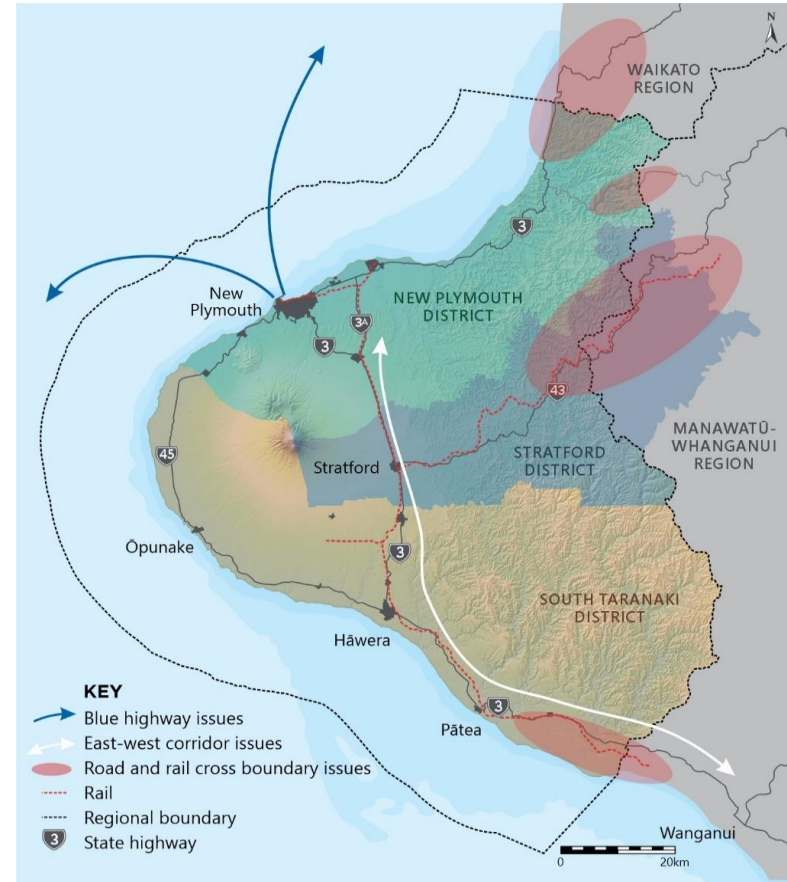
It is useful to understand the key transport journeys within and through the region, specifically those on strategic intra or inter-regional corridors.

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:

<p>State Highway 3 North — to the north of the region i.e. from Mount Messenger (Taranaki region) to Pio Pio (Waikato region) and beyond</p>
<p>The priority inter-regional issue for the Taranaki region is the future route efficiency, safety and reliability of State Highway 3 travelling north over Mt Messenger, through the Awakino Gorge to Te Kuiti, Hamilton and beyond. Although located largely outside the Taranaki region, this section of the state highway network has a history of road closures due to its surrounding topography and limited access points.</p> <p>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.</p> <p>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 is a case for greater priority to be placed on network improvement works on this section of State highway 3.¹¹ 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, <i>“Improving the safety, freight efficiency, and resilience of SH3 north of New Plymouth, including the investigation of new passing opportunities.”</i> Substantial work has been progressing across three projects within a SH3 Mt Messenger to Awakino Programme in recent years.</p>

<p>State Highway 3 South — To the south-east of the region i.e. from Waverley (Taranaki region) to Whanganui (Manawatū-Whanganui region)</p>
<p>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.</p> <p>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 Manawatu-Wanganui region) is on the maintenance of bridges to an appropriate standard to facilitate freight, safety and route resilience.</p> <p>The corridor is critical to supporting the dairy industry as it connects the dairy production centre in Hāwera to distribution centres in Palmerston North.</p>
<p>State Highway 43 — To the north-east i.e. from Whangamomona (Manawatū-Wanganui region but the Stratford district) to Taumarunui (Manawatū-Wanganui region)</p>
<p>This route is strategically important for tourism, forestry and freight route and access to Stratford from the east.</p> <p>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.</p>
<p>Route 40 — i.e. between Ahititi (Taranaki region) and Ohura (Manawatu-Wanganui region)</p>

¹¹ Refer <http://business.taranaki.info/content.php/page/the-road-ahead-economic-development-report-into-sh3-north>.

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.

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.

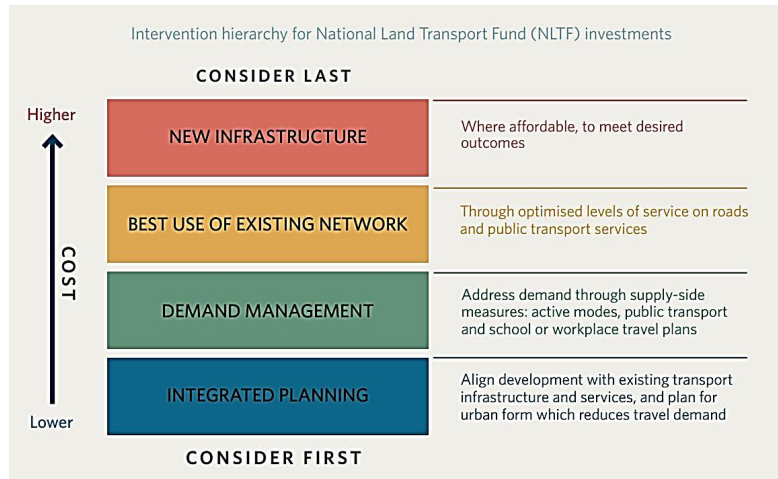


Figure 7: Intervention hierarchy for NLTFund investments (Waka Kotahi)

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 One Network Rooding Classification (ONRC) should 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. Work is underway nationally to further develop this classification system to a One Network Framework (ONF) which will recognise the importance of ‘place’.

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.¹²

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.



¹² 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.

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.

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 Rangī, the Climate Change Commission, was formed in November 2019. New Zealand has set itself the goal in the *Climate Change Response Act* of contributing to efforts to limit temperature increases to 1.5°C above pre-industrial levels. 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.¹³

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 1991¹⁴ (RMA)**, 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

¹³ Refer to **Appendix II** for an overview of Plan partners and their respective roles.

¹⁴ 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.

infrastructure strategies, where the local funding share for transport network investment is identified alongside other local investment priorities. The Act also sets out consultation principles that are relevant for development of regional land transport plans.

- The **Climate Change Response Act 2002** provides a framework for New Zealand to develop and implement climate change policies that contribute to global efforts under the Paris Agreement to limit the global 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

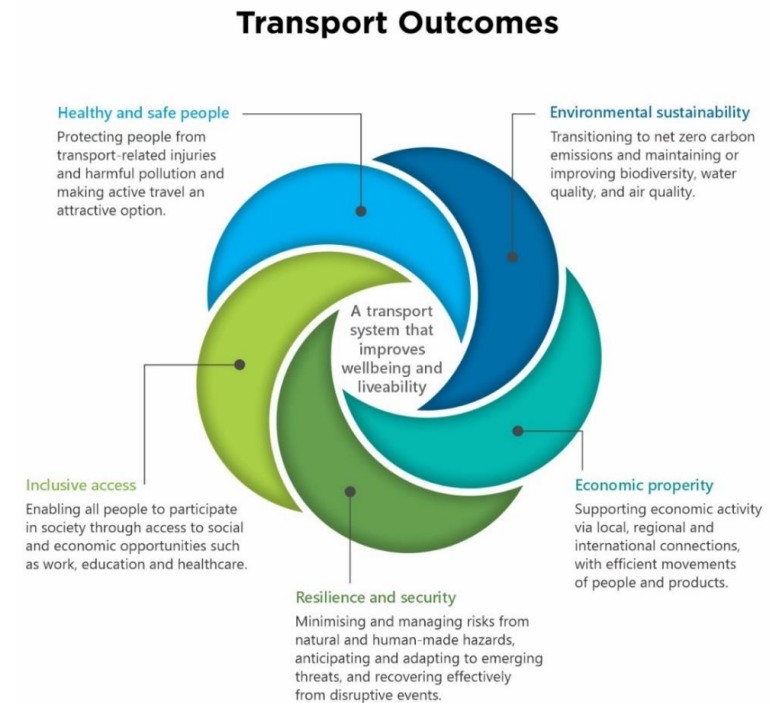
The *Transport Outcomes Framework* adopted by the Ministry of Transport in 2018 sets out what government aims to achieve through the transport system in the long term. The guiding principle for the Framework is mode neutrality.

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.¹⁵

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

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

The current NZECS includes ‘Efficient and low-emissions transport’ as one of three priority areas, with 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 NZECS and this has been taken into account in developing the policies and priorities in this Plan as required by the LTMA.¹⁶

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;

¹⁵ 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.

¹⁶ 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.

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

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

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- nor no-emissions public transport fleet, additional bus routes and more frequent services, and cheaper fares.¹⁷

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

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 are preparing their own long-term plans (formerly long-term council community plans) which focus on their own activities.

¹⁷

- *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.*

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

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

Non-statutory plans and strategies

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

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

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

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- *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.*

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**.¹⁸ 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.

¹⁸ Note the vision is draft and suggested timing for projects on the map are indicative.

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>.

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 framework¹⁹ (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.

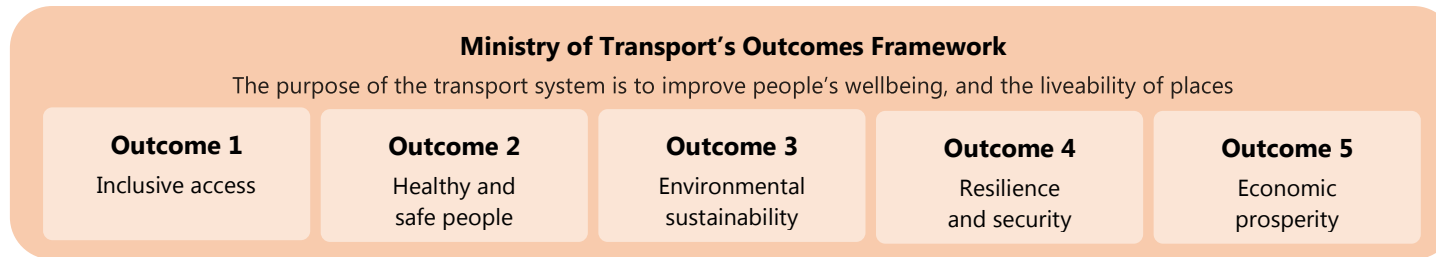
The diagram below shows how each sections 4 and 5 tie together to form the strategic framework and action change for the region:



¹⁹ 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

Explanation

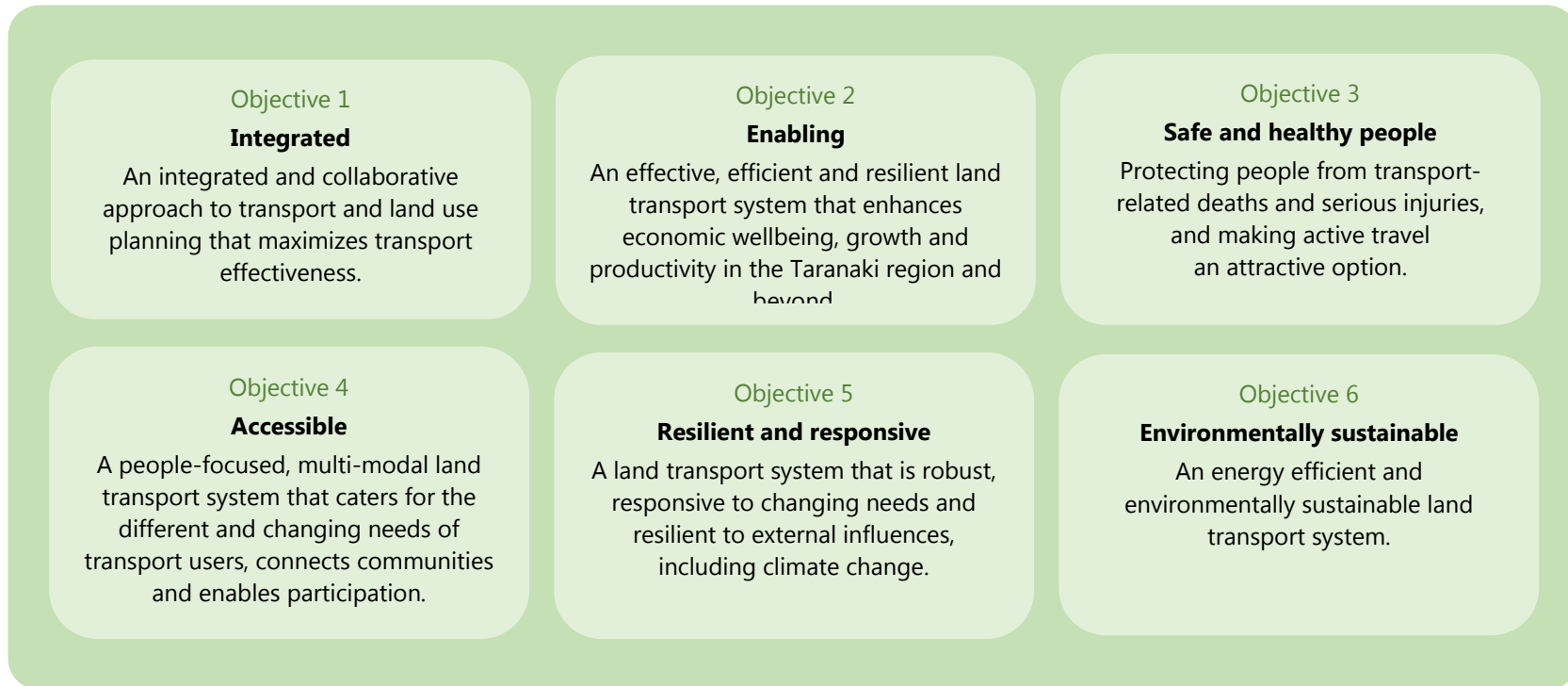
This Plan, and the ones which follow, will help the region move towards this desired vision. The vision has the following four key components:

- **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 —



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 poor maintenance.

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.²⁰

²⁰ 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.	<ul style="list-style-type: none"> ▪ District councils ensuring integration of land use and transport planning, through appropriate spatial planning and liaison with stakeholders. ▪ RTC promoting appropriate integration between land, air and sea modes of transport when 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.	<ul style="list-style-type: none"> ▪ 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.
G2	Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.	<ul style="list-style-type: none"> ▪ 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.
G3	Ensure those roads in the region serving tourism and the productive sector are fit for purpose.	<ul style="list-style-type: none"> ▪ 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.
G4	Protect and promote the existing rail corridors.	<ul style="list-style-type: none"> ▪ 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).

		<ul style="list-style-type: none"> ▪ 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.
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Objective 3 – Safe and healthy people: Protecting people from transport-related deaths and serious injuries, and making active travel an attractive option.

Ref.	Policies to achieve this objective	Measures (methods)
S1	Promote infrastructure and safety improvements on strategic corridors.	<ul style="list-style-type: none"> ▪ RCAs ensuring and supporting improvements to roading infrastructure, such as road alignment, signage, bridge widths, road markings, and surfaces which fall below the levels of service under the ONF. ▪ 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.
S2	Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users. ²¹	<ul style="list-style-type: none"> ▪ 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.

²¹ '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.

S3	Support the aims of <i>Road to Zero</i> and Roadsafes Taranaki.	<ul style="list-style-type: none"> ▪ 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 <i>Land Transport Rule: Setting of Speed Limits 2021</i> – noting that a change in speed limit should only be considered as part of a broader range of safety solutions and be evidence based. ▪ RTC supporting efforts to achieve the <i>Road to Zero</i> road safety targets of a 40% reduction in fatalities by 2030. ▪ RCAs ensuring that where promoted tourist and recreational cycle routes are wholly or partly on the roading network such roads are safe to be shared. ▪ RTC encouraging consideration of off-road cycling and walking opportunities, particularly in association with substantial state highway improvements.
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Objective 4 – Accessible: A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.

Ref.	Policies to achieve this objective	Measures (methods)
A1	Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services.	<ul style="list-style-type: none"> ▪ RTC 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).

<p>A2</p>	<p>Optimise existing capacity in the transport network through travel demand management measures and improved use of technology.</p>	<ul style="list-style-type: none"> ▪ 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. ▪ RTC supporting the <i>Let's Go</i> 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.
<p>A3</p>	<p>Ensure a range of travel options are available to the region's residents, including the transport disadvantaged²².</p>	<ul style="list-style-type: none"> ▪ RCAs and TRC developing opportunities for greater travel choice in the region and a range of alternatives to the private motor vehicle. ▪ 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.
<p>Objective 5 – Resilient and responsive: A land transport system that is robust, responsive to changing needs and resilient to external influences, including climate change.</p>		

²² '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)

Ref.	Policies to achieve this objective	Measures (methods)
R1	Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change.	<ul style="list-style-type: none"> ▪ RCAs identifying potential network resilience issues and taking steps to remedy these. ▪ RCAs ensuring that roading structures carrying key lifeline utilities are reliable, particularly bridges. ▪ RCAs, their contractors, and the NZ Police ensuring appropriate transport incident management processes are in place. ▪ RCAs supporting the Taranaki Lifelines Advisory Group in identifying key regional infrastructure vulnerabilities and preparing for any infrastructure outage incidents.
R2	Protect routes with lifeline functions.	<ul style="list-style-type: none"> ▪ RCAs reducing infrastructure outage risks and minimising restoration time when outages occur. ▪ 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.

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.	<ul style="list-style-type: none"> ▪ 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.

E2	Encourage and develop transport choices that promote energy efficiencies and public health.	<ul style="list-style-type: none"> ▪ 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.
E3	Encourage and develop transport infrastructure and alternative technology that minimises carbon emissions (e.g. electric vehicle infrastructure).	<ul style="list-style-type: none"> ▪ RTC promoting and supporting the <i>Taranaki 2050</i> work towards a low-emissions future for Taranaki, including advocating for central and local government investment in the region that supports the use of low emission transport modes, 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.

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.²³

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

²³ 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

Taranaki’s ten-year (2021-2030) investment priorities for the Plan	MOT Outcomes					GPS 2021 Priorities				RLTP Objectives						RLTP Targets		
	Inclusive access	Healthy and safe people	Environmental sustainability	Resilience and security	Economic prosperity	Safety	Better travel options	Improving freight connections	Climate change	Integrated	Enabling	Safe	Accessible	Resilient and responsive	Environmentally sustainable	Improving safety	Increasing mode shift	Improving reliable
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.	✓				✓													✓

<p>IP5 (Decarbonise) – Promote sustainable growth that recognises environmental aspirations and supports a less carbon intensive transport network.</p>		✓					✓		✓	✓				✓		✓	
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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

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.

The details of activities within the Plan are those as provided by each organisation, and responsibility for the correctness of the information, including those relating to the cost estimates, remains with them.

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

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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	Jul 2021 (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	Jul 2021 (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	Jul 2021 (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	Jul 2021 (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	Jul 2021 (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	Jul 2021 (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	Jul 2021 (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	Jul 2021 (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	Jul 2021 (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	Jul 2021 (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	Jul 2021 (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	Jul 2021 (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	Jul 2021 (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	Jul 2021 (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	Jul 2021 (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	Jul 2021 (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	Jul 2022 (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	Jul 2021 (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 completion²⁴.

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 opportunities.	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	Nukumarū Station Road Extension	A new 6km road extension from Nukumarū 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

²⁴ 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.

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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-implementation	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-implementation	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-implementation	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
- Nukumarū 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. <i>Refer to the Maps of Key Regional Routes in Appendix I.</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.

Projects	Org.	Notes
Widening / replacement / realignment of all constraining bridges on state highways	NZTA	In particular, the following bridges are specifically identified: <ul style="list-style-type: none"> 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. 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 ²⁵)	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.

²⁵ MWFT refers to 'Tapuae Roa: Make Way for Taranaki' regional economic development project

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Projects	Org.	Notes
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.
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)

Projects	Org.	Notes
		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 Nukumarau 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 NLTP programme, as national moderation by Waka Kotahi is likely to change what projects are funded according to national objectives – that is, those projects deemed as more nationally important will advance to the top for any available funds first, irrespective of the region's (and the Plan's) stated priorities for transport.

Once the final revised Plan is submitted to Waka Kotahi in June 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 2024.²⁶

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 variations²⁷ 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?

²⁶ 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.

²⁷ In practice, variations are generally restricted to the activities within the Programme component of the RLTP.

2. Is the variation to the Plan 'significant' enough to require public consultation?

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

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.

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: Definitions of significance

Significant activities		
Section 16(3)(d)	Significant activities — to be presented in order of priority	<p>A significant activity is defined as any new improvement activities in the region where funding from the NLTFund is required within the first three years of the RLTP, excluding:</p> <ul style="list-style-type: none"> ▪ Maintenance, operations and renewal activities for state highways and local roads ▪ Public transport continuous programmes (existing services) including related infrastructure ▪ Low cost/low risk programmes ▪ Road safety promotion programmes ▪ Investment management activities, including transport planning and modelling ▪ Programme business cases
Significant inter-regional activities		
Section 16(2)(d)	Activities that have inter-regional significance	<p>Any significant activity (see above):</p> <ul style="list-style-type: none"> ▪ that has implications for connectivity with other regions; and/or ▪ for which cooperation with other regions is required; or ▪ any nationally significant activity identified in the Government Policy Statement on Land Transport.
Significant expenditure funded from other sources		

Section 16(2)(c)	Significant expenditure on land transport activities to be funded from sources other than the NLTFund	Any expenditure on individual transport activities, whether the activities are included in RLTP or not from: <ul style="list-style-type: none"> ▪ Approved organisations (where there is no NLTFund share) ▪ Crown appropriations ▪ Other funds administered by the Crown
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Guidance for deciding if a Plan variation is significant

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

Step One: Consider the nature and scope of the variation

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

Not 'significant' and usually no formal variation or public consultation required	May be 'significant'
<ul style="list-style-type: none"> • Activities that are in the urgent interests of public safety. • New activities involving preventative maintenance and emergency reinstatement. • Changes to or new 'automatically included' activities of local road maintenance, local road minor capital works, existing public transport services, low cost/ low risk programmes, road safety promotion programmes, statutory planning (RLTPs, RPTPs, AMPs). • A scope change that does not significantly alter the original objectives of the project. • Changes to national level programmes, including the Road Policing programme • Delegated transfers of funds between activities within groups. • Supplementary allocations, or end of year carryover of allocations. • Replacing one project with another project within a group of generic projects. 	<ul style="list-style-type: none"> • The addition of a new significant activity (one that would usually require prioritisation – refer Section 6.3) that is not in the urgent interest of public safety, or emergency reinstatement. • Any change that impacts on the overall integrity of the RLTP, including its overall affordability. • Has a moderate impact on a large number of residents, or a major impact on a small number of residents where these impacts have not been mitigated

<ul style="list-style-type: none"> • Variations to timing, cash flow or total cost for improvement projects where the total cost impact is <i>less than 20%</i> of the estimated cost.²⁸ • 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. 	<p>through previous consultation or change to the proposed activity.</p>
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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:

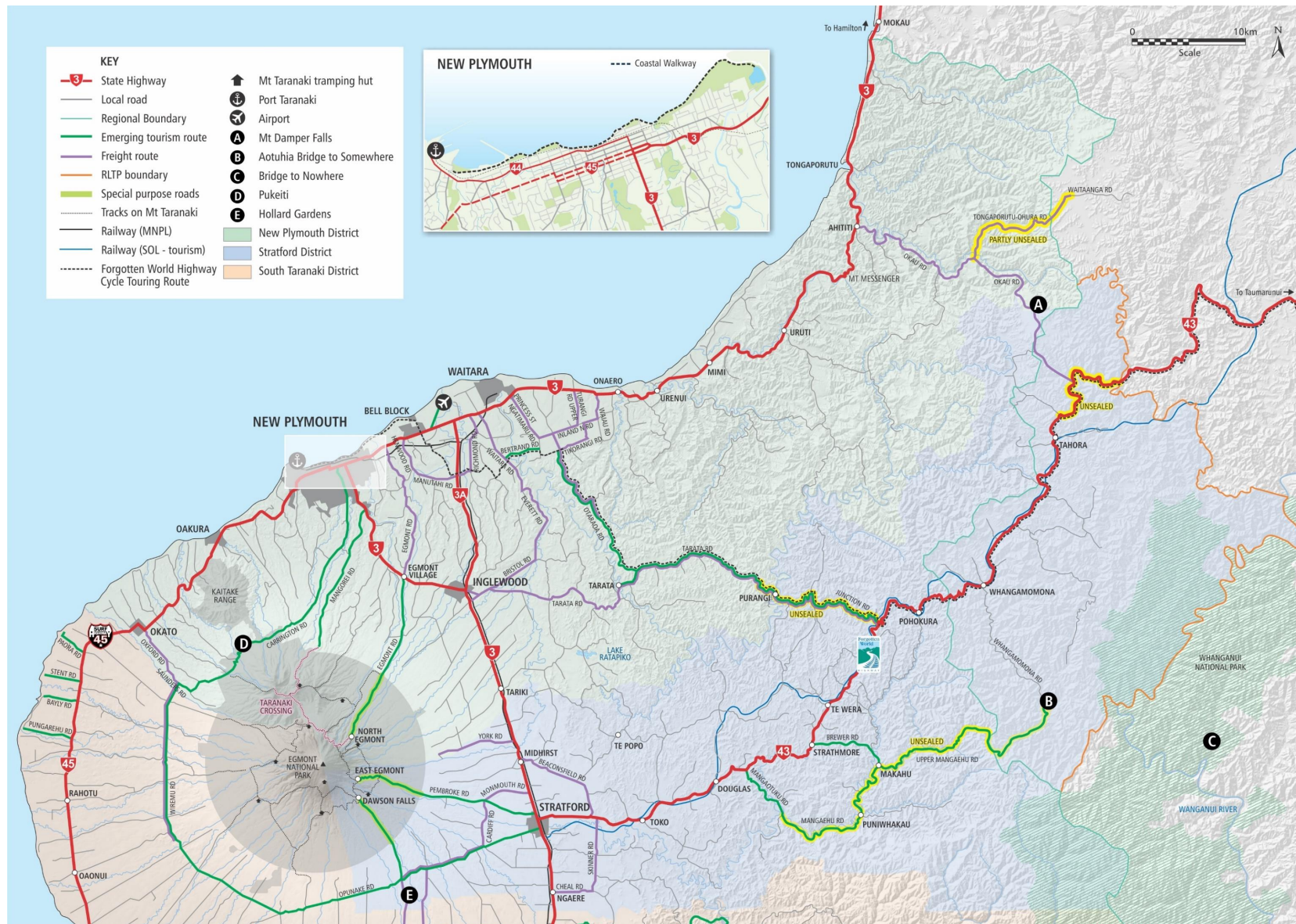
- The balance between the need for public input/consultation on the variation, and the likely costs of a consultative process (including any time delays or cost from running a consultative process, and likely impacts on public safety and economic, social, cultural and environmental wellbeing);
- The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

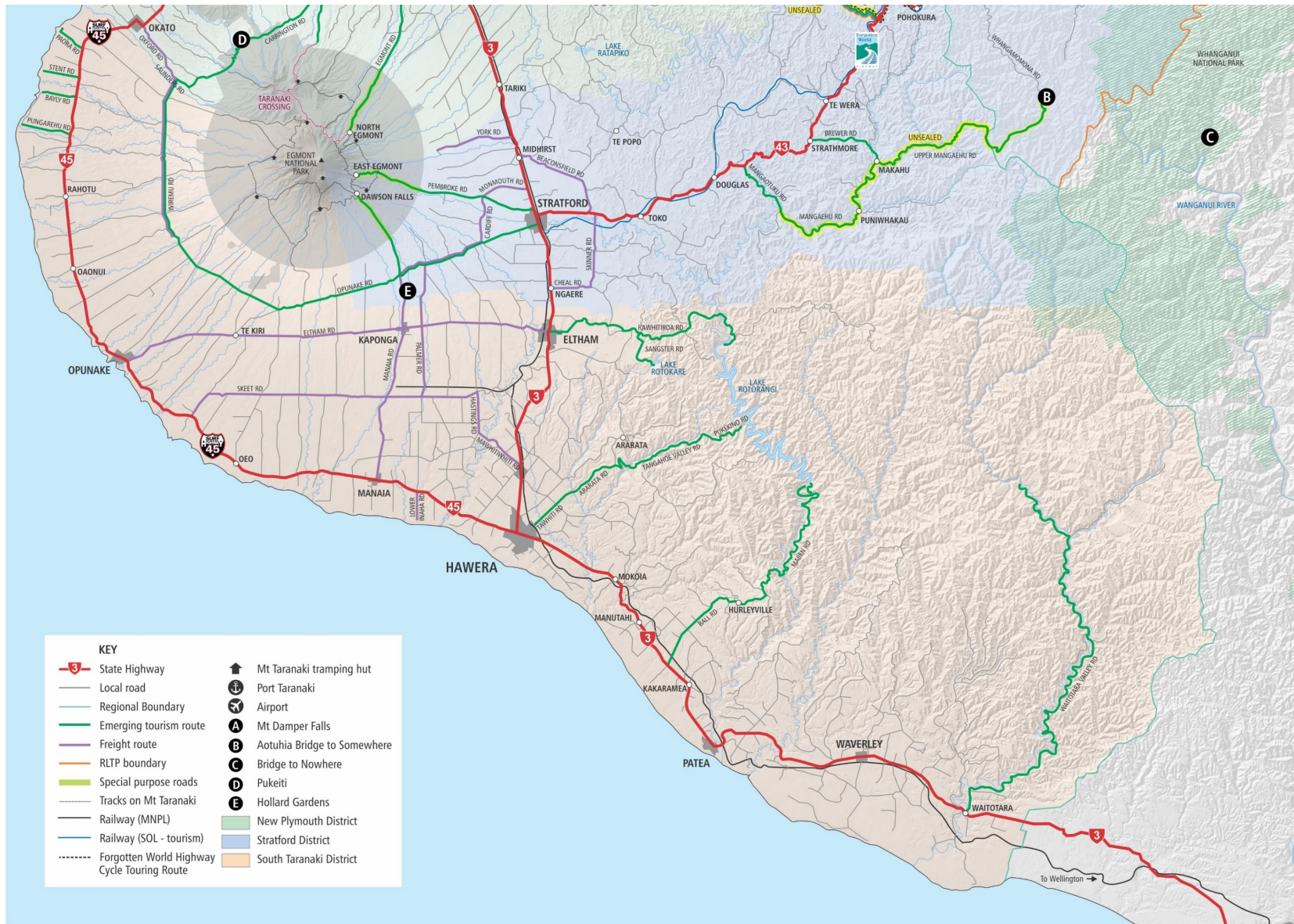
quire further

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.





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

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

below.

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, historically KiwiRail funding and planning has occurred 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 has provided 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.

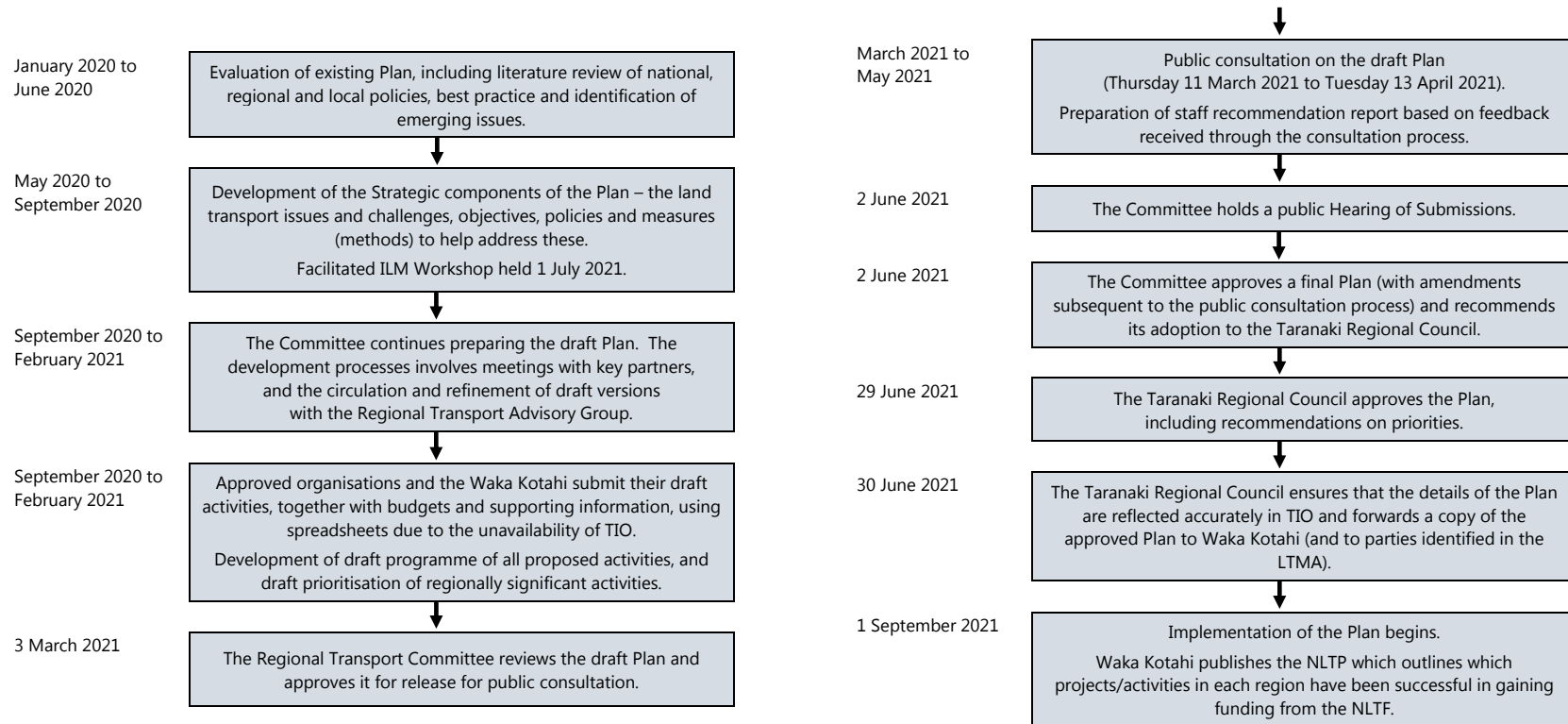


Figure 10: Summary of development and consultation process

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.²⁹ 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 <i>Government Policy Statement (GPS) on Land Transport</i>	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 been 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 <i>Regional Land Transport Strategy for Taranaki 2011-2041</i> . It is important to note that this Strategy, and the 2006 one developed prior to it, went through a robust development process, including the detailed examination of strategic options. The development of this Plan has reconfirmed the general strategic direction for Taranaki's land transport system.

²⁹ 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."

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LTMA reference	Provision	Description of how the Plan meets the statutory requirements
Sectin 14(c)(i)	Has taken into account the <i>National Energy Efficiency and Conservation Strategy</i>	<p>In the preparation of the Plan, the Committee has taken into account national objectives and issues set out in the <i>New Zealand Energy Efficiency and Conservation Strategy</i>. The Strategy sets out three transport objectives relating to reducing the need for travel, improving the energy performance of transport, and improving the uptake of low energy transport options. Section 4.4 explicitly addresses promoting energy efficiency through the sixth objective of "<i>An energy efficient and environmentally sustainable land transport system</i>" with related policies and measures outlined.</p> <p>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).</p>
Section 14(c)(ii)	Has taken into account any relevant national and regional policy statements or plans under the <i>Resource Management Act 1991</i>	<p>In the preparation of the Plan, the Committee has taken into account transport related objectives, policies and methods set out in the <i>Regional Policy Statement for Taranaki (2010)</i>.</p> <p>Issues, objectives and activities identified in the Plan support a number of objectives, policies and methods addressing environmental issues identified in the Regional Policy Statement. In particular, the Plan will contribute to addressing Regional Policy Statement (2010) issues relating to climate change, sustainably managing energy, and promoting sustainable urban development.</p>
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

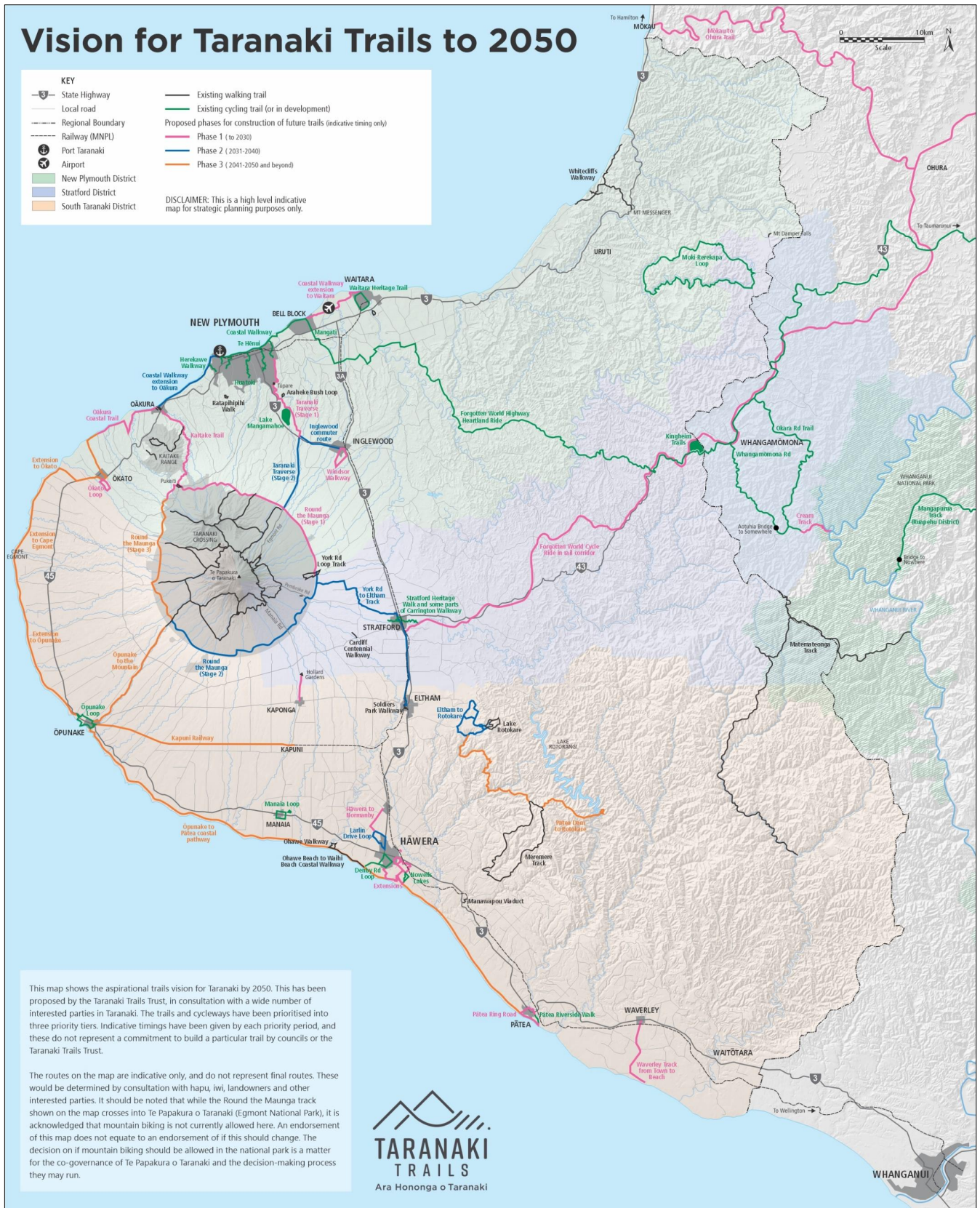


Figure 11: Proposed shared vision for developing trails throughout Taranaki

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	<ul style="list-style-type: none"> Take a one network approach to managing the transport system.
			I2	<ul style="list-style-type: none"> Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner.
			I3	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.
			G2	<ul style="list-style-type: none"> Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.
			G3	<ul style="list-style-type: none"> Ensure those roads in the region serving tourism and the productive sector are fit for purpose.
			G4	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Promote infrastructure and safety improvements on strategic corridors.
			S2	<ul style="list-style-type: none"> Reduce risk on high-risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users.
			S3	<ul style="list-style-type: none"> Support the aims of <i>Safer Journeys</i> and Roadsafe Taranaki.
4	Maintaining and improving accessibility and travel options throughout the region	Accessible – A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.	A1	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Optimise existing capacity in the transport network, particularly through travel demand management measures and improved use of technology.
			A3	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change.
			R2	<ul style="list-style-type: none"> Protect routes with lifeline functions.

#	Issues	Objectives	Ref	Policies
6	Reducing negative environmental and community impacts arising from transport	Environmentally sustainable – An energy efficient and environmentally sustainable land transport system.	E1	<ul style="list-style-type: none"> Ensure the development and maintenance of transport infrastructure is undertaken in a manner that minimises adverse environmental impacts.
			E2	<ul style="list-style-type: none"> Encourage and develop transport choices that promote energy efficiencies and public health.
			E3	<ul style="list-style-type: none"> Encourage and develop transport infrastructure and alternative technology that minimises carbon emissions (e.g. electric vehicle infrastructure).

APPENDIX VIII: INVESTMENT LOGIC DIAGRAM

Taranaki Regional Transport – Investment Logic Mapping diagram using the ILM problem and benefit outputs to guide the Plan's ten-year investment priorities

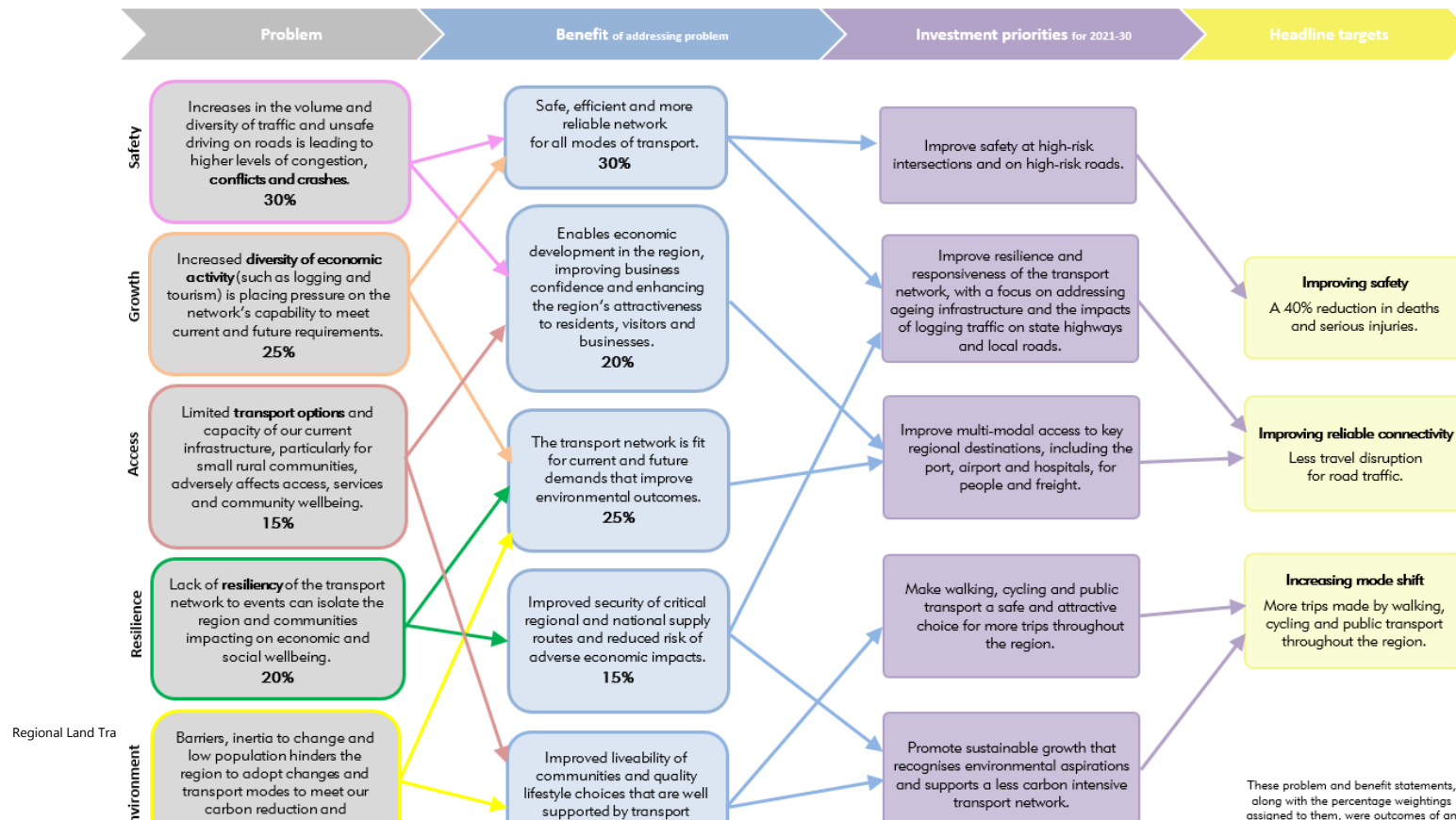


Figure 12: ILM diagram showing linkages to Plan's investment priorities

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 (\$)

Ordinary Meeting - Approval of the Regional Land Transport Plan for Taranaki 2021-2027

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

Ordinary Meeting - Approval of the Regional Land Transport Plan for Taranaki 2021-2027

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

Org. & Activity Class	Total forecast expenditure 2021/2031 (\$)	Expected Funding sources (\$)		
		Local (L)	National (N)	Crown (C)
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.

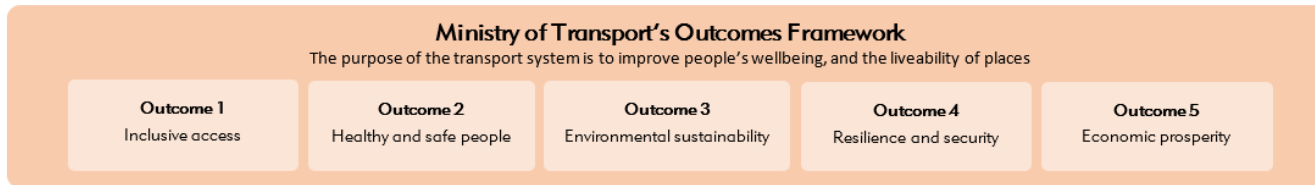
Police enforcement is central to the delivery of a regional safe system response to road safety. Police collaborate with stakeholders across the region in accordance with the road safety policy directives of *Safer Journeys*, the *National Road Policing Plan* and district road safety action plans. The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

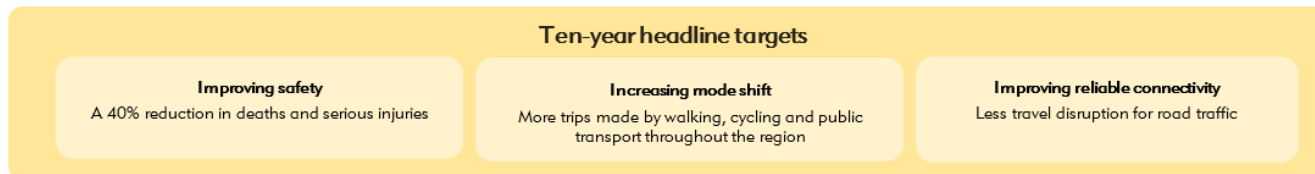


The Ministry of Transport's Outcomes Framework provides the overarching national direction.



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.



Date: 29 June 2021

Subject: **Representation Review for the 2022 Local Authority Elections**

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

Document: 2805926

Purpose

1. The purpose of this memorandum is to commence the representation review for the 2022 local authority elections per the requirements of the *Local Electoral Act 2001*.

Executive summary

2. Representation reviews are a requirement of the *Local Electoral Act 2001* (the Act) and are reviews of the representation arrangements for a local authority. Local authorities are required to review their representation arrangements at least once every six years or if Māori wards/constituencies are introduced. The Council resolved on 6 April 2021 to establish a Māori constituency for the 2022 and 2025 local authority elections. An initial proposal must be made by 31 August in the year prior to the next triennial election (31 August 2021).
3. The last representation review was undertaken in 2018 for the 2019 local authority elections. The outcome of the 2018 representation review was the retention of four constituencies and 11 elected members. As the Council's proposal did not fully comply with the Act, the matter was forwarded to the Local Government Commission (LGC) for determination. The Stratford constituency, with one member at -13.57% deviation and the South Taranaki constituency with three members at -12.98% deviation, were upheld by the LGC.
4. At the 18 May 2021 Ordinary Meeting and Councillor Workshop, information was provided on the representation review. The main difference with the 2021 review is the establishment of a Māori constituency and the subsequent changes to representation arrangements. Various constituency scenarios were noted and discussed and views were sought to guide the undertaking of the representation review, including the views of Council's Māori partners. The preference was to retain 11 members (10 general and one Māori) elected from five constituencies (New Plymouth general constituency [5], North Taranaki general constituency [2], Stratford general constituency [1], South Taranaki general constituency [2] and Taranaki Māori constituency [1]). The Stratford general constituency does not comply with the $\pm 10\%$ rule with a -18.35% deviation, so the matter

will automatically be referred to the LGC for determination following the formal consultation process.

Recommendations

That the Taranaki Regional Council:

- a) receives this memorandum on the representation review for the 2022 local authority elections
- b) agrees to establish one Māori constituency, being the Taranaki Māori constituency
- c) agrees to establish four general constituencies, being the New Plymouth, North Taranaki, Stratford and South Taranaki general constituencies
- d) agrees to retain the number of elected members at eleven (11), being:
 - five (5) elected general members for the New Plymouth general constituency
 - two (2) elected general members for the North Taranaki general constituency
 - one (1) elected general member for the Stratford general constituency
 - two (2) elected general members for the South Taranaki general constituency
 - one (1) elected Māori member for the Taranaki Māori constituency
- e) notes the procedural steps and timeline for the representation review process
- f) agrees to publicly notify the representation review proposal within fourteen (14) days to comply with the *Local Electoral Act 2001*, being no later than 13 July 2021
- g) notes that this proposal does not fully comply with the *Local Electoral Act 2001* but that the proposal is considered the most appropriate solution for Taranaki
- h) advises the Local Government Commission of the Stratford general constituency non-compliance with the $\pm 10\%$ rule.
- i) determines that this decision be recognised as significant in terms of section 76 of the *Local Government Act 2002*
- j) determines that it has complied with the decision-making provisions of the *Local Government Act 2002* to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determines that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Background

5. The Council resolved on 6 April 2021 to establish a Māori constituency for the 2022 and 2025 local authority elections. Under the *Local Electoral Act 2001*, a representation arrangements review is required in 2021 to reflect the changes a Māori constituency will bring.
6. At the 18 May 2021 Ordinary Meeting and Councillor Workshop, information was provided on the representation review. Various scenarios were discussed and views were sought to guide the undertaking of the representation review.
7. The last representation review was undertaken in 2018 for the 2019 local authority elections. The outcome of the 2018 representation review was the retention of four constituencies and 11 elected members. As the Council's proposal did not fully comply

with the Act, the matter was forwarded to the Local Government Commission (LGC) for determination. The Stratford constituency with one member at -13.57% deviation and the South Taranaki constituency with three members at -12.98% deviation were upheld by the LGC.

8. The key components to undertaking a representation review are:
 - the number of members – a regional council is required to have between six and 14 members elected from constituencies
 - the number of constituencies
 - the area of each constituency by ensuring, as far as practicable, constituency boundaries coincide with the boundaries of one or more territorial authority districts or the boundaries of wards
 - the ratio of population to members +10%
 - proper consideration to and identification of communities of interest
9. Historically, the Council has had a range of representation arrangements:
 - 1989 to 1991 – 11 members (4 New Plymouth, 3 North Taranaki, 1 Stratford and 3 South Taranaki)
 - 1991 to 2007 – 10 members (4 New Plymouth, 2 North Taranaki, 1 Stratford and 3 South Taranaki)
 - 2007 to current – 11 members (5 New Plymouth, 2 North Taranaki, 1 Stratford and 3 South Taranaki)

Issues

10. The issue being considered is the adoption of a preferred option to commence the representation review for the 2022 local authority elections as per the requirements of the *Local Electoral Act 2001*.

Earlier decisions

11. In addition to the above representation arrangements, local authorities have the opportunity to consider which electoral system best suits their community (first past the post or single transferable voting) and the establishment of Māori wards or constituencies.
12. The Council has made its decision in relation to the electoral system at its Ordinary Meeting held 11 August 2020, where it was resolved to retain the first past the post (FPP) electoral system. At the Ordinary Meeting held 6 April 2021, it was resolved to establish a Māori constituency.
13. Should the total number of members remain at 11, the formula under the *Local Electoral Act 2001* for Māori constituencies, would result in 10 general members and one Māori member.
14. The Council is now required to adhere to the remaining statutory requirements in relation to the review of its representation arrangements.

Options considered

15. At a workshop on 18 May 2021, several options factoring in the Māori constituency and the current general constituencies were discussed. Options were explored with a total of 11, 12 and 13 councillors including one Māori member elected region-wide, and the general members elected from four general constituencies, based on the current constituency boundaries.
16. The following scenarios were considered:

Option 1: 11 members (10 general and one Māori), five constituencies (four general and one Māori)

General electoral population	109,980 (30 June 2020)
Number of general members	10
Ratio of general member to population	10,998 (range 9,898 to 12,098)

Current general constituencies

Constituency	Population	Members	Ratio	Difference From Ratio	+10%
New Plymouth	55,900	5	11,180	182	1.65%
North Taranaki	21,500	2	10,750	-248	-2.25
Stratford	8,980	1	8,980	-2,018	-18.35%
South Taranaki	23,600	2	11,800	802	7.29%

Māori constituency, 14,600 Māori electoral population, one Māori member

Option 2: 12 members (11 general and one Māori), five constituencies (four general and one Māori)

General electoral population	109,980 (30 June 2020)
Number of general members	11
Ratio of general member to population	9,998 (range 8,898 to 10,998)

Current general constituencies

Constituency	Population	Members	Ratio	Difference From Ratio	+10%
New Plymouth	55,900	5	11,180	1,182	11.82%
North Taranaki	21,500	2	10,750	752	7.52%

Stratford	8,980	1	8,980	-1,018	-21.31%
South Taranaki	23,600	3	7,867	2,131	-10.18%

Māori constituency, 14,600 Māori electoral population, one Māori member

Option 3: 13 members (11 general and two Māori), five constituencies (four general and one Māori)

General electoral population 109,980 (30 June 2020)

Number of general members 11

Ratio of general member to population 9,998 (range 8,898 to 10,998)

Current general constituencies

Constituency	Population	Members	Ratio	Difference From Ratio	+10%
New Plymouth	55,900	5	11,180	1,182	11.82%
North Taranaki	21,500	2	10,750	752	7.52%
Stratford	8,980	1	8,980	-1,018	-21.31%
South Taranaki	23,600	3	7,867	2,131	-10.18%

Māori constituency, 14,600 Māori electoral population, one Māori member

17. At a further workshop on 8 June 2021, other options were also considered but rejected for various reasons (e.g. not reflective of regional communities of interest):

- 9 members (eight general and one Māori), five constituencies (four general and one Māori)
- 9 members (eight general and one Māori), four constituencies (three general and one Māori)
- 9 members (eight general and one Māori), three constituencies (two general and one Māori)
- 9 members (eight general and one Māori), three constituencies (two general [city and balance] and one Māori)
- 10 members (nine general and one Māori), five constituencies (four general and one Māori)
- 10 members (nine general and one Māori), four constituencies (three general and one Māori)
- 10 members (nine general and one Māori), three constituencies (two general and one Māori)

- 10 members (nine general and one Māori), three constituencies (two general [city and balance] and one Māori)
 - 11 members (10 general and one Māori), four constituencies (three general and one Māori)
 - 11 members (10 general and one Māori), three constituencies (two general and one Māori)
 - 11 members (10 general and one Māori), three constituencies (two general [city and balance] and one Māori)
 - 12 members (11 general and one Māori), four constituencies (three general and one Māori)
 - 12 members (11 general and one Māori), three constituencies (two general and one Māori)
 - 12 members (11 general and one Māori), three constituencies (two general [city and balance] and one Māori)
18. Taking into account the preference to keep general constituency boundaries closely aligned with territorial authority boundaries, and the desire to retain a total of 11 members, councillors agreed to adopt Option 1 (retain the four general constituencies electing 10 general members, and one Māori constituency electing one Māori member).
19. The proposed arrangements include:
- Establishment of one region-wide Māori constituency, electing one member (Taranaki Māori constituency)
 - Establishment of four general constituencies (based on the current constituencies), electing 10 general members. Specifically:
 - 5 members (New Plymouth general constituency)
 - 2 members (North Taranaki general constituency)
 - 1 member (Stratford general constituency)
 - 2 members (South Taranaki general constituency)
 - General constituency boundaries align with district council boundaries in all but the Stratford Constituency – the area around Whangamomona is part of Horizons Regional Council. Specifically:
 - New Plymouth and North Taranaki general constituencies align with New Plymouth District Council ward and external boundaries
 - Other than Whangamomona, the Stratford general constituency boundaries align with Stratford District Council
 - South Taranaki general constituency boundaries align with South Taranaki District Council
 - Names of the constituencies to be:
 - New Plymouth general constituency
 - North Taranaki general constituency
 - Stratford general constituency
 - South Taranaki general constituency

- Taranaki Māori constituency.
20. The above provides logical, consistent representation as well as being administratively efficient. It is recommended, that as far as possible, the alignment of general constituency and district council boundaries should be retained.
 21. Under section 19V of the Act, where a regional council's final proposal does not comply with the $\pm 10\%$ rule, the proposal is treated as an objection and the regional council must refer the matter to the Local Government Commission for determination.
 22. The Act also contains requirements for the public notification of the representation review proposals. The public notification invites public submissions on the initial proposal, whether the proposed determination does or does not comply with the Act. Any public notification must contain the grounds for any proposed non-compliance. Public submissions are open for a at least a four-week period from the date of public notification.
 23. The timetable for its representation review process is as follows. Dates in red apply to the Taranaki Regional Council.

Procedure	Legislative Provision Local Electoral Act 2001	Deadline
Local authority determines initial representation arrangements	Section 19I of the Act for regional councils	Determination must be made by 31 August in the year prior to elections 29 June 2021
Local authority gives public notice of 'initial' proposal and invites submissions	Section 19M(1)	Within 14 days of resolution and not later than 8 September in the year prior to election 9 July 2021
Submissions close	Section 19M(2)(d)	Not less than one month after public notice 13 August 2021
If no submissions then proposal becomes final ¹	Section 19Y(1)	Public notice to be given when there are no submissions but no fixed date for doing this At Ordinary Meeting 21 September 2021
Local authority considers submissions and may amend proposal	Section 19N(1)(a)	Within 6 weeks of closing date for submissions At Ordinary Meeting 21 September 2021

Procedure	Legislative Provision Local Electoral Act 2001	Deadline
Local authority gives public notice of 'final' proposal	Section 19N(1)(b)	Within 6 weeks of closing date for submissions 24 September 2021
Appeals and objections close	Sections 19O and 19P	Not less than 1 month after the date of the public notice issued under section 19N(1)(b) and not later than 20 December in the year prior to election 29 October 2021
If no appeals or objections then proposal becomes final ²	Sections 19Y(1)	Public notice to be given when there are no appeals/objections but no date fixed for doing this 5 November 2021
Local authority forwards appeals, objections and other relevant information to the Commission ³	Sections 19Q and 19V(4)	As soon as practicable but not later than 15 January in election year By end of November 2021
Commission considers resolutions, submissions, appeals and objections and makes determination	Section 19R	Before 11 April in election year
Determination subject to appeal to the High Court on a point in law*	Clause 2, Schedule 5, Local Government Act 2002	Appeals to be lodged within 1 month of determination

¹ Under section 19V(4) regional council proposals that do not comply with the +/- 10% fair representation requirement are subject to determination by the Commission

² Under section 19V(4) regional council proposals that do not comply with the +/- 10% fair representation requirement are subject to determination by the Commission

³ Includes any regional council proposal that does not comply with the +/- 10% fair representation requirement

* Commission determinations may also be subject to judicial review

Significance

24. In terms of the *Significance and Engagement Policy*, the decision is assessed as being significant. This assessment is based on the following criteria:

- the issue will affect a large number of residents and ratepayers to a moderate extent.
 - the issue will potentially generate wide public interest within the region.
25. The community's view will be ascertained through the consultation and engagement process.

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Iwi considerations

28. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Iwi representatives on the Consents and Regulatory and the Policy and Planning committees were involved in the Council workshops.

Community considerations

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

Legal considerations

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

Appendices/Attachments

Document 1878550: Local Government Commission Guidelines for local authorities undertaking representation reviews

Document 2069591: 2021 Representation Review Maps and Data



Local Government Commission

Mana Kāwanatanga ā Rohe

Guidelines for local authorities undertaking representation reviews

6th Edition
June 2017

Guidelines: Representation review

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Guidelines for Local Authorities Undertaking Representation Reviews

Local Government Commission
Mana Kāwanatanga ā Rohe
Wellington

June 2017 (6th edition)

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Chapter 1: Introduction

- 1.1 These are the sixth representation review guidelines issued by the Local Government Commission in accordance with section 19ZI of the *Local Electoral Act 2001*. They replace the guidelines issued in October 2014.
- 1.2 Section 19ZI of the *Local Electoral Act 2001* states:
- (1) The Commission must issue guidelines identifying factors and considerations for territorial authorities or regional councils to take into account in making their determinations under any of the provisions of sections 19H to 19JB and Schedule 1A.
- 1.3 The next local authority elections will be held in October 2019. These guidelines are provided to assist local authorities carrying out their representation reviews for these elections.
- 1.4 The guidelines also provide guidance on the processes in sections 19JA and 19JB that permit local authorities to make minor changes to the boundaries of electoral areas when not undertaking representation reviews.

What are representation reviews?

- 1.5 Representation reviews are reviews of the representation arrangements for a local authority (*Local Electoral Act 2001*).
- 1.6 Local authorities' representation reviews determine detailed arrangements for:
- the number of electoral subdivisions (if any), and
 - their boundaries, names, and number of members.
- 1.7 For territorial authorities, the representation review also includes deciding the:
- basis of election (at large, wards, or a mix of both), and
 - establishment of community boards.
- 1.8 Local authorities are required to carry out a representation review at least every six years. They may undertake a review sooner than six years if they choose.

Related processes

- 1.9 In addition to the above representation arrangements, local authorities and communities have the opportunity to consider the:
- electoral system to be used for their elections (first past the post (FPP) or single transferable vote (STV)), and
 - establishment of Māori wards/constituencies.

Guidelines: Representation review

- 1.10 These processes are not formally part of representation reviews, and are matters for local discretion with no right of appeal to the Commission. However, these options relate to identifying appropriate representation arrangements for a district/region, and need to be resolved before the detailed ward/constituency arrangements are determined.

These guidelines

- 1.11 These guidelines cover the:
- statutory provisions
 - electoral system and Māori wards/constituencies (covered first, as they are usually carried out before the representation review)
 - the representation review processes (generally covered in the order they are carried out)
 - related processes – minor boundary alterations and Auckland Council requirements.
- 1.12 Terms used in these guidelines have the following interpretations:
- **election** – the triennial local authority elections
 - **election year** – the calendar year in which a triennial local authority election takes place
 - **district** – the geographic area of a territorial authority (applies whether it is a city or district council)
 - **section** (abbreviation 's') – legislative sections referred to in these guidelines refer to the *Local Electoral Act 2001*, unless stated otherwise.
- 1.13 See [Appendix B: Timelines diagram](#) for an overview of the time requirements leading up to a round of local government elections.

The Commission's role

- 1.14 The Commission is not involved in developing initial or final local authority representation proposals, other than providing procedural or technical advice when requested.
- 1.15 The local authority must refer its proposal to the Commission if the final proposal:
- has appeals and/or objections made against the final proposal, or
 - does not comply with the requirements for achieving fair representation in section 19V(2).
- 1.16 In these situations the Commission must determine the representation arrangements for the local authority, including any constituent community boards, for the upcoming local authority election (s19R).

- 1.17 The Commission's process for determining representation arrangements in these situations is outlined in [Chapter 11: Appeals, objections, and referrals](#) on page 466.
- 1.18 The Commission also has a role in determining whether to uphold minor boundary adjustments made under ss19JA and 19JB. See *Chapter 13: Minor boundary alterations*.
- 1.19 Commission determinations may be:
- appealed only on a point of law
 - subject to judicial review regarding matters of process.

Are the guidelines legally binding?

- 1.20 The statutory requirements described in these guidelines are binding on both local authorities and the Commission itself in the exercise of its powers on objections, appeals and referrals. The other content in these guidelines describes recommended practice for the review process.

Supplementary information

- 1.21 The Commission:
- will consider issuing supplementary guidelines if there is an identified need for further information
 - may provide further technical information relating to representation reviews or representation issues from time to time.

Feedback and review

- 1.22 These guidelines are reviewed after each round of local authority elections. Feedback from local authorities on the guidelines and on Commission procedures is welcomed and will be considered. Send feedback to the Local Government Commission (contact details below).

Providing advice

- 1.23 The Commission can provide advice to councils and answer queries regarding representation reviews or other matters raised in these guidelines (see below).

Contact details

The contact details for the Local Government Commission are:

Telephone: (04) 494 0552
Email: info@lgc.govt.nz
Postal address: PO Box 5362
Wellington 6140

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All contact details in these guidelines are also listed in [Appendix A: Contacts](#).

Chapter 2: Statutory provisions

Requirement to carry out a review

- 2.1 The local authorities that must carry out a representation review before the 2019 elections are those:
- that didn't carry out a representation review leading up to the 2013 elections (s19H(2) and s19I(2))
 - that are establishing Māori wards/constituencies for the first time for the 2019 local authority elections (cl 1(1), Schedule 1A). See [Chapter 4: Māori wards & constituencies](#) for more information.
- 2.2 In addition the following are specifically required to carry out a review before the 2019 elections:
- the Auckland Council which is required to determine its first review no later than 8 September 2018 (s103(1), Local Government (Auckland Council) Act 2009)
 - Environment Canterbury which is required to carry out a review prior to the 2019 elections (s30(2), Environment Canterbury (Transitional Governance Arrangements) Act 2016).
- 2.3 Local authorities that carried out a representation review leading up to the 2016 local elections are not required to undertake a review before the 2019 local elections, but may do so, if they choose.

Statutory provisions from Part 1A

- 2.4 This section covers the statutory provisions from Part 1A Representation arrangements for elections of territorial authorities, regional councils, local boards, and community boards.
- 2.5 The requirements relating to local authorities' representation reviews are contained in sections 19A to 19Y of Part 1A of the *Local Electoral Act 2001*. These cover:
- representation arrangements
 - representation reviews
 - procedural steps and timelines.

Representation arrangements

- 2.6 The following provisions relate to representation arrangements for territorial authorities, regional councils and community boards:
- section 19A – membership of territorial authorities
 - section 19B – basis of election of mayor of territorial authorities

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- section 19C – basis of election of members of territorial authorities
- section 19D – membership of regional councils
- section 19E – basis of election of members of regional councils
- section 19F – membership of community boards
- section 19G – basis of election of members of community boards.

Review of representation arrangements

2.7 The following provisions relate to representation reviews:

- section 19H – review of representation arrangements for elections of territorial authorities
- section 19I – review of representation arrangements for elections of regional councils
- section 19J – review of community boards
- section 19T – requirement for effective representation and other factors in determination of membership and basis of election of territorial authorities
- section 19U – requirement for effective representation and other factors in determination of membership and basis of election of regional councils
- section 19V – requirement for fair representation and other factors in determination of membership for wards, constituencies, and subdivisions
- section 19W – factors in determination of matters in relation to community boards.

2.8 If Māori wards/constituencies are to apply to a local authority election, then the provisions of Schedule 1A of the *Local Electoral Act 2001* also apply. Those provisions substitute the Part 1A provisions as required to provide for the Māori wards/constituencies.

2.9 Matters for local authorities to take into account when formulating proposals for Māori wards/constituencies are outlined in [Chapter 4: Māori wards & constituencies](#).

Procedural steps

2.10 The following provisions set out procedural requirements relating to representation reviews and associated timelines:

- section 19K – requirements for resolution
- section 19L – distribution of copies of resolution
- section 19M – public notice of proposals, and responsibilities in relation to submissions
- section 19N – response to submissions
- section 19O – appeals
- section 19P – objections
- section 19Q – obligation to forward appeals and objections to Commission

- section 19R – Commission to determine appeals and objections
- section 19S – determination of Commission
- section 19X – certificate of Government Statistician
- section 19Y – when determinations take effect.

Timelines

- 2.11 In the past some local authorities have worked close to the statutory deadlines. In doing so they limited their ability to deal with any unexpected issues that may have arisen, and potentially created problems for themselves later in the process.
- 2.12 The Commission encourages all local authorities to get the planning for their reviews underway as early in the relevant triennium as possible, and to set internal deadlines that enable the local authority sufficient flexibility to respond to issues that may arise during the process, while also ensuring the local authority can meet the statutory deadlines.
- 2.13 Section 19K(1AA) provides that a formal resolution of initial proposals must not be made before 1 March in the year before the next election. This enables account to be taken of any demand for an electoral system poll or separate Māori representation poll. However this does not preclude local authorities from undertaking preliminary consideration, planning, and consultation well before the 1 March date.

Guidelines: Representation review

2.14 In general, the representation review process involves the following steps:

Table 1: Representation review timelines

Procedure	Deadline	Relevant section
Local authority determines proposed representation arrangements	Initial proposals must be made: <ul style="list-style-type: none"> no earlier than 1 March in the year before election year by 31 August in the year before election year, if establishing Māori wards/constituencies in any other case, in time for the deadline for public notice (i.e. by 7 September) 	<ul style="list-style-type: none"> 19H (territorial authorities) 19I (regional councils) 19J (community boards) Schedule 1A for Māori wards or constituencies
Local authority gives public notice of "initial" proposal and invites submissions	Within 14 days of resolution, and not later than 8 September in the year before election year	19M(1)
Submissions close	Not less than one month after public notice	19M(2)(d)
If no submissions then proposal becomes final ¹	Public notice to be given when there are no submissions but no date fixed for doing this	19Y(1)
Local authority considers submissions and may make resolution to amend proposal	Within 6 weeks of closing date for submissions	19N(1)(a)
Local authority gives public notice of its "final" proposal	Within 6 weeks of closing date for submissions	19N(1)(b)
Appeals and objections close	Must be lodged: <ul style="list-style-type: none"> not less than 1 month after the date of the public notice issued under section 19N(1)(b) not later than 20 December in the year before election year 	19O 19P
If no appeals or objections then proposal becomes final ¹	Public notice to be given when there are no appeals/objections, but no date fixed for doing this	19Y(1)
Local authority forwards appeals, objections and other relevant information to the Commission ²	As soon as practicable, but not later than 15 January in election year	19Q 19V(4)
Commission considers resolutions, submissions, appeals and objections and makes determination	Before 11 April in election year	19R
Determination subject to appeal to High Court on a point of law ³	Appeals to be lodged within 1 month of determination	Clause 2, Schedule 5, <i>Local Government Act 2002</i>

¹ Under *section 19V(4)* proposals that do not comply with the +/-10% fair representation requirement are subject to confirmation by the Commission.

² Includes any proposal that does not comply with the +/-10% fair representation requirement.

³ Commission determinations may also be subject to judicial review.

Other relevant statutory provisions

2.15 In addition to the specific requirements of Part 1A of the *Local Electoral Act 2001*, local authorities preparing for and carrying out representation reviews need to bear in mind other relevant provisions of that Act and the *Local Government Act 2002*. These are described below.

Local Electoral Act 2001

2.16 Section 3(c) provides that the purpose of the Act is to allow diversity, through local decision-making, in relation to:

(ia) the regular review of representation arrangements for local authorities

2.17 Section 4(2) requires local authorities:

... in making decisions under this Act or any other enactment, [to] take into account those principles specified in subsection (1) that are applicable (if any), so far as is practicable in the circumstances.

2.18 In summary, the principles in subsection (1) are:

- fair and effective representation for individuals and communities
- reasonable and equal opportunities to:
 - vote
 - nominate, or be nominated as, candidates
- public confidence in, and public understanding of local electoral processes.

Local Government Act 2002

2.19 It is also necessary for local authorities to consider the purpose and principles of local government and the consultation and decision-making requirements set out in the *Local Government Act 2002* when undertaking their review of representation arrangements.

2.20 Section 3 of the *Local Government Act 2002* provides that:

The purpose of this Act is to provide for democratic and effective local government that recognises the diversity of New Zealand communities;

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2.21 Section 10 (1) provides that the purpose of local government is:

- (a) to enable democratic local decision-making and action by, and on behalf of, communities; and
- (b) to meet the current and future needs of communities for good-quality local infrastructure, local public service, and performance of regulatory functions in a way that is most cost-effective for households and businesses.

2.22 Section 13 provides that sections 10 (Purpose of local government) and 12(2) (Status and powers):

...apply to a local authority performing a function under another enactment to the extent that the application of those provisions is not inconsistent with the other enactment.

2.23 Section 14 (1) sets out principles for local authorities. These include the following provisions that a local authority must act in accordance with when performing its role (which includes performing the duties and exercising the rights conferred on it by any other enactment):

- (b) local authority should make itself aware of, and should have regard to, the views of all of its communities; and
- (c) when making a decision, a local authority should take account of–
 - (i) the diversity of the community, and the community’s interests, within its district or region; and
 - (ii) the interests of future as well as current communities; and
 - (iii) the likely impact of any decision on the interests referred to in subparagraphs (i) and (ii):
- (d) a local authority should provide opportunities for Māori to contribute to its decision-making processes.

2.24 Sections 77, 78 and 81 set out requirements for local authorities when making decisions including contributions to decision-making by Māori, and section 82 sets out principles of consultation. Subsection 76(1) provides that every decision must be in accordance with these sections (that is, sections 77 to 82) and subsection 76(5) applies these requirements to decisions made under other enactments to the extent they are not inconsistent with the other enactment.

2.25 Consultation requirements are covered in [Chapter 8: Consultation](#).

- 2.26 Section 19W of the *Local Electoral Act 2001* sets out provisions relating to reviews of community boards. It provides that a local authority in undertaking a review under section 19J, or the Commission in determining a local authority's community board arrangements, must have regard to the criteria for reorganisation proposals specified in the *Local Government Act 2002*, as considered appropriate in the circumstances.
- 2.27 The general role of community boards is set out in section 52 of the *Local Government Act 2002*. The role of particular community boards is significantly determined by the matters referred or responsibilities that are delegated to boards by the parent territorial authority under section 52(b) and (f).

Relationship of *Local Government Act 2002* and *Local Electoral Act 2001*

- 2.28 The provisions of the *Local Government Act 2002* described above apply to local authorities making decisions under the *Local Electoral Act 2001*, including representation reviews, if they are not inconsistent with the *Local Electoral Act 2001*.
- 2.29 Specific provisions of the *Local Electoral Act 2001* reflect the philosophy of the *Local Government Act 2002*, which recognises the diversity of New Zealand communities. These provisions provide local choice in respect of:
- the electoral system to be used
 - the establishment of Māori wards or constituencies
 - representation arrangements (subject to appeal/objection/referral to the Local Government Commission), including:
 - the number of members of the elected body (within a prescribed range)
 - and for territorial authorities:
 - the basis of election – at large, wards, or a mix of both
 - the establishment of community boards.
- 2.30 In both the *Local Electoral Act 2001* and the *Local Government Act 2002*, the word 'community' is used in two different senses:
- a community constituted under Schedule 6 of the *Local Government Act 2002* and relating to a community board, or
 - a broader community of interest within the district/region.
- 2.31 Section 5 of the *Local Government Act 2002* provides that, with specified exceptions, the term 'community' (and by cross-reference the *Local Electoral Act 2001*) refers to a community board area. However, 'community' is used in the wider sense in the provisions referred to in paragraphs 2.17 to 2.20 (from Part 2 of the *Local Government Act 2002*).

Chapter 3: Choosing an electoral system

Introduction

- 3.1 The *Local Electoral Act 2001* provides for local authorities and their communities to choose either of the following as their electoral system for local elections:
- first past the post (FPP) or,
 - single transferable vote (STV).
- 3.2 A territorial authority's chosen electoral system also applies to the election of members of any community boards.
- 3.3 A change of electoral system can be achieved by:
- local authority resolution, or
 - favourable outcome of a poll of electors. This poll may be:
 - demanded by electors, or
 - the result of a local authority resolution.
- 3.4 The statutory provisions for changing the electoral system are set out in sections 27 to 34 of the *Local Electoral Act 2001*.

Key statutory provisions for changing electoral systems

- 3.5 The relevant provisions of the *Local Electoral Act 2001* for changing a local authority's electoral system are:

Who	Provision	Timing	Section
local authority	may resolve to change the electoral system to take effect for the next two elections	no later than 12 September two years before election year	27
local authority	must give public notice of the right for electors to demand an electoral system poll, and that notice must include a statement that a poll is required to countermand any local authority resolution made on the electoral system	by 19 September two years before election year	28
5% of electors	may demand a poll on a proposal that a specified electoral system be used at the election of a local authority	at any time	29
a local authority	may resolve to hold an electoral system poll	no later than 21 February the year before election year	31

- 3.6 Also, if either:
- a valid demand for a poll is received (s29) before 21 February in the year before election year, or
 - a local authority resolves to hold a poll (s31),
- then the:
- electoral officer is notified
 - poll must be held not later than 89 days after the notification, that is not later than 21 May in that year, and
 - result of the poll takes effect for the next two elections (s33).
- 3.7 Section 30 states that when a valid demand for a poll is received after 21 February in the year before election year, the:
- poll must be held after 21 May in that year and
 - result takes effect for the next but one election and the subsequent election.
- 3.8 Section 32 states that sections 27 to 31 do not apply if the result of a poll:
- took effect at the previous election, or
 - takes effect at the next election.

General

- 3.9 The choice of electoral system is not formally part of representation reviews, and the Commission's role in appeals and objections does not apply. However, the electoral system needs to be considered during a representation review.
- 3.10 Five to seven members is preferable for wards or constituencies using STV (the absolute minimum is three) to gain the full benefits of proportional representation under STV.
- 3.11 So that it can be taken into account during these processes, choosing an electoral system occurs before:
- the representation review
 - decisions on establishment of Māori wards/constituencies.

Further information

- 3.12 Further information is also available in the following reports:
- Dr Janine Hayward, The Local Government Electoral Option 2008
[http://www.dia.govt.nz/Pubforms.nsf/URL/LocalGovernmentElectoralOption2008.pdf/\\$file/LocalGovernmentElectoralOption2008.pdf](http://www.dia.govt.nz/Pubforms.nsf/URL/LocalGovernmentElectoralOption2008.pdf/$file/LocalGovernmentElectoralOption2008.pdf)

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A 2014 version of this document is available to SOLGM members as an appendix to Part 4 of the Code of Good Practice for the Management of Local Authority Elections and Polls on www.solgm.co.nz

- STV Taskforce, Choosing Electoral Systems in Local Government in New Zealand (2002)
[http://www.dia.govt.nz/Pubforms.nsf/URL/STV.pdf/\\$file/STV.pdf](http://www.dia.govt.nz/Pubforms.nsf/URL/STV.pdf/$file/STV.pdf)

Chapter 4: Māori wards & constituencies

Introduction

- 4.1 The *Local Electoral Act 2001* provides that Māori wards (territorial authorities) or constituencies (regional councils) may be established. The statutory provisions for establishing Māori wards/constituencies are set out in sections 19Z to 19ZH of the *Local Electoral Act 2001*.
- 4.2 Establishing Māori wards/constituencies can be achieved by a:
- local authority resolution or
 - favourable outcome of a poll of electors. This poll may be:
 - demanded by electors or
 - the result of a local authority resolution.
- 4.3 A local authority resolution (to establish a Māori ward/constituency, or to hold a poll) or a valid poll demand (by 5% of electors) may be made at any time, but to apply for the next election they must be made within the timeframe described in the *Local Electoral Act 2001* (resolution – s27(1), poll demand – s30(3A)). These timeframes ensure this process follows the choice of electoral system, as the choice of electoral system may influence a decision on the establishment of Māori wards/constituencies, but precedes a representation review.
- 4.4 If the local authority resolves to establish Māori wards/constituencies it must give public notice of this resolution. The public notice must include a statement that a poll is required to countermand the local authority resolution.
- 4.5 If a local authority's district/region is required to be divided into Māori wards/constituencies at the next election, that local authority must undertake a representation review (whether or not it conducted a review before the previous election). A local authority must resolve its initial representation proposals after 21 February in the year before the next election. This is to ensure that the resolution is made after the time for lodging demands for a poll on Māori representation prior to the next election.
- 4.6 The local authority needs to be fully aware of the relevant provisions and possible implications of establishing Māori wards/constituencies for any representation review.
- 4.7 The Commission's role in respect of determination of appeals and objections on representation arrangements:
- does not extend to whether or not Māori wards/constituencies need to be established

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- is limited to consideration of the detailed arrangements for such wards/constituencies such as the number of wards/constituencies, their boundaries, and number of members.

Key statutory provisions for establishing Māori wards/constituencies

- 4.8 The relevant provisions of the *Local Electoral Act 2001* relating to the establishment of Māori wards/constituencies are:
- a local authority may resolve to establish Māori wards/constituencies and, if made by 23 November two years before the next election, the resolution takes effect for the next election (s19Z)
 - if a local authority makes such a resolution to establish Māori wards/constituencies by 23 November it must give public notice of this fact by 30 November two years before the next election year, including a statement that a poll is required to countermand that resolution (s19ZA)
 - 5% of electors may demand a poll at any time on whether a district/region needs to be divided into one or more Māori wards/constituencies (19ZB)
 - a local authority may resolve at any time to conduct a poll on whether the district/region needs to be divided into Māori wards/constituencies (19ZD)
 - if, before 21 February in the year before election year, either a valid demand for a poll is received (s19ZB) or the local authority resolves to hold a poll (s19ZD) this is notified to the electoral officer and the poll must be held not later than 89 days after the notification, that is, not later than 21 May in that year, and the result of the poll takes effect for the next two elections (s19ZF)
 - if a valid demand for a poll is received after 21 February in the year before the next election, the poll must be held after 21 May in that year and takes effect for the next but one election and the subsequent election (s19ZC)
 - sections 19Z to 19ZD do not apply if the result of a poll took effect at the previous election or takes effect at the next election (s19ZE).
- 4.9 If, as a result of a resolution or poll, Māori wards/constituencies are to apply for an election then a representation review must be carried out (cls1 and 3, Schedule 1A of the *Local Electoral Act 2001*). In such cases the requirements of Part 1A of the *Local Electoral Act 2001* are subject to the provisions of Schedule 1A.

- 4.10 Clauses 1 and 3 of *Schedule 1A* provide that the local authority is required to determine:
- the proposed total number of members of the local authority
 - whether (for territorial authorities only):
 - all members are to be elected from either Māori or general wards, or
 - some members are to be elected from either Māori or general wards, and some are to be elected at large
 - the proposed number of members to be elected from the Māori wards/constituencies and the number from the general wards/constituencies
 - the proposed name and boundaries of each ward/constituency
 - the proposed number of members to be elected from each Māori and general ward/constituency.

Processes

- 4.11 The processes involved with these steps and the factors and considerations to be taken into account are described below.

Calculating the number of members

- 4.12 The general and Māori electoral population requirements described below may limit options available to a local authority in terms of the number of elected members from Māori wards/constituencies, including that no members could be elected from such wards/constituencies.
- 4.13 Therefore local authorities need to determine their Māori and general electoral populations at the beginning of determining the range of options for Māori and general wards/constituencies to ensure that any debate occurs in the context of what is possible.
- 4.14 The process for determining the number of members to be elected from both Māori and general wards/constituencies is set out in clauses 2 and 4 of Schedule 1A and involves:
- determining the total number of members of the local authority
 - multiplying the total number of members by the ratio of the Māori electoral population to the total (Māori and general) electoral population.

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4.15 For territorial authorities the following formula is applied:

$$nmm = \frac{mepd}{mepd + gepd} \times nm$$

where:

- nmm – number of Māori ward members
- mepd – Māori electoral population of the district
- gepd – general electoral population of the district
- nm – proposed number of members of the territorial authority (other than the mayor).

4.16 For regional councils the following formula is applied:

$$nmm = \frac{mepr}{mepr + gepr} \times nm$$

where:

- nmm – number of Māori constituency members
- mepr – Māori electoral population of the region
- gepr – general electoral population of the region
- nm – proposed number of members of the regional council.

In both cases, fractions are rounded up or down to the nearest whole number.

4.17 Section 3 of the *Electoral Act 1993* contains definitions for “general electoral population” and “Māori electoral population”. Summaries of those definitions are :

- general electoral population – the total ordinarily resident population at the last census less the Māori electoral population.
- Māori electoral population – a calculation based on the number of electors on the Māori electoral roll and proportions of those of Māori descent not registered and those under 18 years of age.

4.18 The Māori electoral population, and the general electoral population, are calculated by Statistics New Zealand and must be provided on request to a local authority by the Government Statistician. These populations (at the regional and district level) can also be found on the Local Government Commission’s website.

4.19 For further information about how the Māori electoral population is calculated search for the following titles on the *Statistics New Zealand* website www.stats.govt.nz:

- Statistics New Zealand, ‘The mathematics of electorate allocation in New Zealand based on the outcome of the 2013 Census and the Māori Electoral Option 2013’ (2013)

- Statistics New Zealand, 'Imputation of Māori Descent for Electoral Calculations' (2000).

Number and boundaries of wards/constituencies

- 4.20 In determining arrangements for Māori wards/constituencies, clause 6 of Schedule 1A requires local authorities to:
- satisfy the requirements of sections 19T and 19U, which require:
 - that the election of members provides effective representation of communities of interest within the district/region
 - conformity with meshblock boundaries
 - to the extent that is practicable, conformity of ward boundaries with community board boundaries, and conformity of constituency boundaries with the boundaries of territorial authority districts or wards.
 - have regard to:
 - the boundaries of any existing Māori parliamentary electoral district
 - communities of interest and tribal affiliation.

Number of members to be elected by each ward/constituency

- 4.21 Clause 6 of Schedule 1A sets out particular requirements when determining the number of members to be elected by each Māori ward/constituency (where there are two or more wards/constituencies). The local authority is required to ensure that the ratio of members to Māori electoral population in each Māori ward/constituency produces a variance of no more than +/-10% (to the extent that is reasonably practicable and consistent with the above considerations relating to Māori electoral districts, communities of interest, and tribal affiliations).
- 4.22 This may require a judgment to be made in individual cases as to the relative importance to be given to each of these sets of factors when determining the number of members from each Māori ward/constituency. Local authorities need to record in detail the decisions they reach on this issue.
- 4.23 The Commission notes that, where Māori wards/constituencies are established, the '+/-10% rule' for general wards/constituencies is calculated separately using the general electoral population (which excludes the Māori electoral population).

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General

- 4.24 In working through the requirements of Schedule 1A of the *Local Electoral Act 2001*, local authorities need to consider appropriate consultation at an early stage with iwi and hapū over the boundaries of their rohe . This helps determine the appropriate number of Māori wards/constituencies (subject to Māori and general electoral populations) to reflect Māori communities of interest and areas of tribal affiliation.
- 4.25 The legislation does not provide for Māori electoral subdivisions to be constituted for community board or local board areas.

Chapter 5: Fair and effective representation

Key considerations

- 5.1 In reviewing their representation arrangements, local authorities must provide for 'effective representation of communities of interest' (ss19T and 19U) and 'fair representation of electors' (s19V). Therefore, there are three key factors for local authorities to carefully consider. They are:
- communities of interest
 - effective representation of communities of interest
 - fair representation of electors.
- 5.2 These inter-related factors are discussed below.

Communities of interest

Defining communities of interest

- 5.3 The term 'community of interest' is not defined in the *Local Electoral Act 2001* and may mean different things to different people. Defining local communities of interest is an essential part of the representation review process and needs to be carried out before determining how to provide effective representation.
- 5.4 One definition⁴ of 'community of interest' describes it as a three-dimensional concept:
- perceptual – a sense of belonging to a clearly defined area or locality
 - functional – the ability to meet with reasonable economy the community's requirements for comprehensive physical and human services
 - political – the ability of the elected body to represent the interests and reconcile the conflicts of all its members.

⁴ [*The Concept of Community of Interest*](#) (1989) prepared by Helen Fulcher for the South Australian Department of Local Government.

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- 5.5 The perceptual and functional aspects can be extended to define a community of interest as having:
- a sense of community identity and belonging reinforced by:
 - distinctive physical and topographical features (e.g. mountains, hills, rivers)
 - similarities in economic or social activities carried out in the area
 - similarities in the demographic, socio-economic and/or ethnic characteristics of the residents of a community
 - distinct local history of the area
 - the rohe or takiwā of local iwi and hapū
 - dependence on shared facilities and services in an area, including:
 - schools, recreational and cultural facilities
 - retail outlets, transport and communication links.
- 5.6 Decisions relating to the representation of communities of interest (the political dimension) need to reflect these interests and needs.

Identifying communities of interest

- 5.7 Communities of interest may alter over time, so local authorities need to make sure they identify their current communities of interest when carrying out a representation review.
- 5.8 Communities of interest can be considered at different levels. For example, local authorities themselves are distinct and identifiable communities of interest.
- 5.9 Regions are assumed to have a number of distinct identifiable communities of interest and therefore are required to be divided into constituencies.
- 5.10 During a representation review territorial authorities need to determine:
- any identifiable communities of interest below the district level
 - whether these communities of interest are located in identifiable geographical areas, justifying the establishment of wards, or are spread across the district.

Effective representation of communities of interest

- 5.11 Territorial authorities must ensure effective representation of communities of interest (s19T).
- 5.12 Regional councils must ensure effective representation of communities of interest (s19U).
- 5.13 Achieving effective representation requires identifying communities of interest that are geographically distinct.

- 5.14 Effective representation must be achieved within the following statutory limits:
- between 5 and 29 members (excluding the mayor) for territorial authorities
 - between 6 and 14 members for regional councils.
- 5.15 Factors to consider include the size, nature, and diversity of the district/region.
- 5.16 The basis of election (at large, by ward, or a combination of both) used by a territorial authority is the one determined by the territorial authority (or Commission, if relevant) to provide the most effective representation of communities of interest.
- 5.17 When practicable, the following factors need to be considered when determining effective representation for the local authority:
- avoiding arrangements that may create barriers to participation, for example, not recognising residents' familiarity and identity with an area during elections
 - not splitting recognised communities of interest between electoral subdivisions
 - not grouping together two or more communities of interest that have few common interests
 - accessibility, size, and configuration of an area, including:
 - the population's reasonable access to its elected members and vice versa
 - the elected members' ability to:
 - effectively represent the views of their electoral area
 - attend public meetings throughout the area, and provide reasonable opportunities for face-to-face meetings.
- 5.18 Where practicable, different types of electoral subdivision boundaries (ward, constituency, community board subdivisions etc.) need to coincide as this:
- supports communities of interest and local electors' identification with their area
 - may encourage participation, such as voting or standing as a candidate.
- 5.19 The legislation is neutral on whether a territorial authority needs to be divided into wards. General characteristics of territorial authorities that have opted for elections at large include:
- the district has a relatively compact geographic area, and/or
 - a shared common community of interest at the district level, and/or
 - communities of interest that are spread across the district rather than being geographically distinct.
- 5.20 When there are a large number of communities of interest, identify any common interests and consider combining the communities of interest into one or more larger wards/constituencies.

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- 5.21 Consider the relative merits of one and multi-member wards/constituencies:
- single-member wards/constituencies provide a close direct link between local electors and their representative
 - multi-member wards/constituencies can provide:
 - greater choice for voters
 - following the election, provide greater choice for residents on who to approach on local issues
 - allow sharing and specialising in responsibilities between the ward/constituency representatives.
- 5.22 The local authority also needs to consider the electoral system used when addressing particular configurations of wards/constituencies (for example wards/constituencies of 5 to 7 members are more effective under STV (see paragraph 3.11 on page 13).
- 5.23 Members of a territorial authority may also be elected partly by wards and partly at large (a mixed system). This option may be best when there are clear district-wide communities of interest as well as specific geographically based communities of interest.
- 5.24 All members elected under a ward or mixed system make the same declaration on coming into office to act in the best interests of the whole district. In other words, the members under a ward or mixed system have the same obligation to the district as the members elected at large. Therefore there is no functional difference in the decision-making role of members elected at large and members elected by way of a ward system.
- 5.25 Details of the basis of election adopted by territorial authorities since 1989 are set out in [Appendix C: Basis of election](#) on page 58.

Fair representation of electors

- 5.26 Section 19V of the *Local Electoral Act 2001* details the factors to be applied in determining the membership for wards/constituencies in order to achieve fair representation of electors.
- 5.27 Under this provision, membership of wards/constituencies is required to provide approximate population equality per member, that is, all votes are of approximately equal value (referred to as the '+/-10% rule') unless there are good (prescribed) reasons to depart from this requirement.
- 5.28 Section 19V outlines the specific requirements as follows:

(2) For the purposes of giving effect to subsection (1), the territorial authority or regional council and, where appropriate, the Commission must ensure that the population of each ward or constituency or subdivision, divided by the number of members to be elected by that ward or constituency or subdivision, produces a figure no more than 10% greater or smaller than the population of the district or region or community divided by the total number of elected members (other than members elected by the electors of a territorial authority as a whole, if any, and the mayor, if any).

- 5.29 In respect of territorial authorities, section 19V(3)(a) provides four grounds for not complying with the fair representation requirements of section 19V(2). These grounds are:
- to provide for effective representation of communities of interest within:
 - island communities
 - isolated communities
 - where compliance would limit effective representation of communities of interest by:
 - dividing a community of interest
 - grouping together communities of interest with few commonalities of interest.
- 5.30 In the case of regional councils, constituencies may be defined in such a way that does not comply with section 19V(2) if it is considered that this is required to achieve effective representation of communities of interest (s19V(3)(b)).
- 5.31 A decision by a local authority not to comply with section 19V(2) must be referred to the Commission for determination. Referral to the Commission is required whether or not appeals or objections have been lodged against the local authority's proposal. That referral is treated by the Commission as an appeal under the *Local Electoral Act 2001*.
- 5.32 It is important that all local authorities, including regional councils, clearly identify the grounds for any proposed non-compliance with the '+/-10% rule' of section 19V(2). This is required for the public notices under section 19M(2)(c) and section 19N(2)(bb) and assists the Commission in its deliberations.
- 5.33 Examples of the application of the '+/-10% rule', including exceptions, can be found in the Commission's determinations for the 2010, 2013 and 2016 elections, available on the Commission's website www.lgc.govt.nz. Earlier determinations can be found on the Commission's [archived website](#). Note that these earlier determinations were made under the then-current legislation which provided that exceptions to the '+/-10% rule' could only be made for territorial authorities in relation to island or isolated communities.

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- 5.34 In relation to isolated communities, the *Local Electoral Act 2001* does not specify the criteria to be met to warrant specific representation by a member or members on a territorial authority, but given the requirements of subsections (1) and (2) of section 19V, it does imply a significant test in this regard.
- 5.35 The Commission recommends territorial authorities consider the following factors when determining whether a community or grouping of communities of interest warrants specific representation because of its isolation:
- isolation needs to relate to the ability of a community to receive appropriate representation by elected members
 - isolation needs to be evidenced by things such as significant distance or travel time, or other physical/practical travel, and/or communications difficulties, or service reliability problems
 - for a community to have enhanced representation on the grounds of isolation, a significant proportion of the population of the area should be physically isolated
 - physical separation alone may not necessarily constitute isolation
 - an area may not be isolated simply because it is rural in nature
 - isolation may justify one member instead of no specific representation for a community based on an application of the ‘+/-10% rule’, but caution would need to be applied in allocating additional members on that basis.
- 5.36 In addition, a district may have its own particular factors that contribute to an area having a sense of isolation.
- 5.37 While section 19V does not specifically identify grounds for regional councils not to comply with the ‘+/-10% rule’ the grounds for non-compliance set out in section 19V(3)(a) relating to territorial authorities, could be used as possible reasons for non-compliance by a regional council.

Questions and answers relating to effective and fair representation

Is effective or fair representation more important?

- 5.38 Section 4(1) (Principles) makes it clear that fairness and effectiveness are equally important:

(a) fair and effective representation for individuals and communities

- 5.39 This is supported by recent amendments to the fair representation requirements with some permitted exceptions now being linked to effective representation requirements.

- 5.40 In practice, there is often a tension between the tests for effective and fair representation, and the identified options may not satisfy both tests perfectly. However the assessment of one requirement will help inform assessment of the other in order to reach a balance between the two.

How much discretion is there in applying the isolation factor when determining fair representation for territorial authorities?

- 5.41 The Commission believes that 'isolation' is best assessed in relation to the particular local circumstances of a district, so a generic definition is not practical. However, it also believes the generic characteristics of isolation identified in paragraph 5.35 should guide territorial authorities' assessment of isolation. The Commission applies these when considering appeals, objections, and proposals.

If a territorial authority ward or regional council constituency is allowed to not comply with the '+/-10% rule' how does that affect the application of the rule across the rest of the district/region?

- 5.42 If wards/constituencies are determined to be defined and members distributed between them in a way that that does not comply with the '+/-10% rule', compliance with the rule is relaxed for the balance of the district/region. However, the Commission considers that other wards/constituencies need to be as close as practicable to +/-10%.

How is the '+/-10% rule' calculated for the balance of the district/region when an exception is made for one ward or constituency?

- 5.43 The '+/-10% rule' is calculated once under section 19V(2) for the district/region as a whole regardless of whether any exceptions to the rule are being proposed. It is not calculated again for the balance of the district/region once any exception has been identified.

Chapter 6: Reviewing communities and community boards

Introduction

- 6.1 All territorial authorities must consider whether community boards are (or would be) appropriate to provide fair and effective representation for individuals and communities in its district as part of their representation review (s19J).
- 6.2 The representation review provides a process for a territorial authority to propose the constitution of new boards, alterations to existing boards, or disestablishment of existing boards.
- 6.3 When carrying out a review, the required decisions are:
- whether there needs to be communities and community boards within the territorial authority's district
 - if the territorial authority decides that one or more communities needs to be established (or retained):
 - the nature of the community and
 - the structure of the community board.
- 6.4 Schedule 6 of the *Local Government Act 2002* provides for community boards to be established at any time as the result of a proposal from the community concerned. However boards may only be disestablished, or the boundaries of a community altered, as part of a:
- representation review under the *Local Electoral Act 2001*, or
 - local government reorganisation scheme.

Key statutory provisions

- 6.5 Section 19F provides for a minimum of 4 and maximum of 12 community board members (with at least 4 elected members) and the appointment of members by the parent territorial authority (appointees must total less than half the total number of members).
- 6.6 Section 19G prescribes that the area of a community board may be subdivided for electoral purposes. This includes provision for the community board members to be elected by wards if the community board area comprises two or more whole wards of a district.
- 6.7 The division of a community board area into electoral subdivisions may be appropriate when the community board area is made up of a number of distinct communities of interest and the formation of subdivisions will provide more effective representation of these communities of interest.

- 6.8 The issues to consider when deciding whether or not a community board area needs to be subdivided are similar to those which apply to the division of a district into wards discussed in [Chapter 5: Fair and effective representation](#), excluding the mixed system of representation.
- 6.9 The fair representation requirements of section 19V (the ‘+/-10% rule’) also apply in respect of subdivisions of communities including the permitted exceptions in section 19V(3)(a).
- 6.10 The following table sets out specific decisions that need to be made in reviews of community boards under section 19J of the *Local Electoral Act 2001*.

Section	Decision
19J(1)	Whether to have communities and community boards If so, the nature of any community and the community board structure
19J(2)(a)	Whether to establish 1 or more communities
19J(2)(b)	Whether to abolish or unite any community
19J(2)(c)	Whether to alter the boundaries of a community
19J(2)(d)	Whether to subdivide any community
19J(2)(e)	Whether to alter the boundaries of a subdivision
19J(2)(f)	The number of members of a community board
19J(2)(g)	The number of elected and appointed members of a community board
19J(2)(h)	Whether the members to be elected need to be elected: <ul style="list-style-type: none"> • across the whole community • from subdivisions • where the community comprises two or more whole wards, from those wards
19J(2)(i)	Where members are to be elected from subdivisions: <ul style="list-style-type: none"> • the name and boundaries of subdivisions • the number of members to be elected from each subdivision (in accordance with the ‘+/-10% rule’ set out in section 19V(2))

- 6.11 In undertaking its review, the territorial authority is required to consider the criteria as apply to reorganisation proposals under the *Local Government Act 2002* as the territorial authority considers appropriate (s19W). Key criteria are set out in clauses 11, 12 and 19 of Schedule 3 of the *Local Government Act 2002* (see [Appendix D: Criteria for reorganisation schemes](#) on page 60). Applying these criteria for reviews relating to community boards means considering:
- Will the proposal promote good local government of the parent district and the community area concerned?
 - Will the district and the community have the resources necessary to enable them to carry out their respective responsibilities, duties and powers?
 - Will the district and the community have areas that are appropriate for the efficient and effective performance of their role?
 - Will the district and the community contain a sufficiently distinct community of interest or sufficiently distinct communities of interest?

Administrative changes from proposals to change community board arrangements

- 6.12 When deciding community board matters under section 19J, the territorial authority (or Commission, if applicable) needs to consider the criteria for reorganisation proposals (see Schedule 3 of the *Local Government Act 2002*) that they consider appropriate.
- 6.13 The High Court has found that previous statutory reorganisation considerations were broad enough that administrative changes resulting from changing existing community board arrangements also fell within the criteria, and therefore are matters that the territorial authority and the Commission need to consider when making their decision.⁵
- 6.14 Administrative changes include any allocation of resources and funding, and any delegation of statutory authority to enable a community board to discharge responsibilities referred or delegated to it under section 52 of the *Local Government Act 2002* by the territorial authority.

General

- 6.15 All elements of territorial authorities' representation proposals (including the elements relating to community boards) are subject to rights of appeal and/or objection. Therefore, the issues relating to community boards considered under section 19J need to be as carefully considered as all the other elements of the review.
- 6.16 The Commission has no power to determine a community board's functions or delegations as part of any representation determination.

⁵ Paragraphs 111 to 119 of the judgment in *Ford & Ors v The Local Government Commission & Ors* (16/8/2004, High Court, Christchurch, John Hansen J, CIV-2004-409-948) set out the Court's reasoning on this matter.

Chapter 7: Reviewing local boards

Introduction

- 7.1 All territorial authorities with local boards must consider the membership and the name of each local board as part of their representation review (s19H(1)(i)).
- 7.2 When carrying out a review, the required decisions are:
- the number of members of local boards
 - whether elected members are to be elected from the whole local board area, subdivisions, or wards (if the local board area comprises 2 or more wards)
 - if the basis of election is subdivisions, the names and boundaries of the subdivisions, and the number of members for each subdivision
 - if the basis of election is wards, the number of members to be elected by each ward
 - where appointed members are a requirement, the number of appointed members of local boards
 - the names of local boards.
- 7.3 The following matters relating to local boards are to be dealt with only by way of reorganisation applications under the *Local Government Act 2002*, and therefore not through the representation review process (s24, LGA):
- establishment of local board areas
 - abolition of local board areas
 - alteration of boundaries of local board areas
 - union of 2 or more local boards.
- 7.4 As can be seen reviews of local board arrangements are more limited than the requirement to review community boards.

Key statutory provisions

- 7.5 Section 19EA⁶ provides for a minimum of 5 and maximum of 12 local board members.
- 7.6 The LGA and the LEA provide that, if provided for by an Order in Council implementing a reorganisation proposal, local boards:
- include appointed members⁷
 - have a chairperson directly elected by electors⁸

⁶ Section 11, Local Government (Auckland Council) Act 2009 applies in the case of Auckland local boards.

⁷ Section 48E, LGA and section 19EA, LEA

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Neither of these options are able to be used for local boards in Auckland (see section 11(2)(a), Local Government (Auckland Council) Act).

- 7.7 Section 19EC deals with the basis of election for elected members of local boards. It provides three bases of election:
- subdivisions
 - wards, a local board area comprises two or more whole wards
 - the whole of the local board area
- 7.8 The division of a local board area into electoral subdivisions may be appropriate when the local board area is made up of a number of distinct communities of interest and the formation of subdivisions will provide effective representation of these communities of interest.
- 7.9 The issues to consider when deciding whether or not a local board area needs to be subdivided are similar to those which apply to the division of a district into wards discussed in [Chapter 5: Fair and effective representation](#), excluding the mixed system of representation.
- 7.10 The fair representation requirements of section 19V (the ‘+/-10% rule’) also apply in respect of subdivisions of local board areas including the permitted exceptions in section 19V(3)(a).
- 7.11 The following table sets out specific decisions that need to be made in reviews of local boards under section 19H of the *Local Electoral Act 2001*.

Section	Decision
19H(1)(e)	The number of members of a local board
19H(1)(f)	Whether the members to be elected need to be elected: <ul style="list-style-type: none"> • from the whole local board area • from subdivisions • where the local board area comprises two or more whole wards, from those wards
19H(1)(g)	Where members are to be elected from subdivisions: <ul style="list-style-type: none"> • the name and boundaries of subdivisions • the number of members to be elected from each subdivision (in accordance with the ‘+/-10% rule’ set out in section 19V(2))
19H(1)(h)	Where members are to be elected from wards, the number to be elected from each ward
19H(1)(i)	The names of local boards

⁸ Section 48E, LGA and section 19EB, LEA

General

- 7.12 All elements of territorial authorities' representation proposals (including the elements relating to local boards) are subject to rights of appeal and/or objection. Therefore, the issues relating to local boards considered under section 19H need to be as carefully considered as all the other elements of the review.
- 7.13 The Commission has no power to determine a local board's responsibilities or delegations as part of any representation determination.

Chapter 8: Consultation

Introduction

- 8.1 Part 1A of the *Local Electoral Act 2001* sets out requirements for conducting representation reviews, including providing opportunity for the public to make submissions on a local authority's proposals.
- 8.2 The following sections of the *Local Government Act 2002* contains sections that apply to local authorities performing functions under all enactments:
- sections 10, 11, 12(2), and 14 – relating to the purpose of local government and the role, status, powers and principles for local authorities
 - sections 76 to 82 – relating to decision-making and consultation requirements.
- 8.3 During representation reviews local authorities need to be mindful of the principles set out in section 14 of the *Local Government Act 2002*, including:
- being aware of, and regarding the views of all of its communities
 - accounting for the diversity of the community
 - providing opportunities for Māori to contribute to decision-making processes.

Preliminary consultation

- 8.4 Some local authorities undertake preliminary consultation before beginning the formal statutory representation review process, including community surveys or referenda, discussion documents, newspaper advertising, focus groups, email groups of interested citizens, and public workshops and meetings. These activities are led or facilitated by local councillors, community boards, or other community groups. Targeted consultation may also be appropriate, including with local Māori.⁹
- 8.5 Preliminary consultation may seek views on particular representation options as well as on factors such as current communities of interest. This consultation can assist local authorities to identify issues relevant to the review process and enable them to consider a wider range of representation options when developing their formal proposal.

⁹ Specific consultation with iwi and hapū may be required if determining the number, area and boundaries of Māori wards/constituencies.

- 8.6 Preliminary consultation is not a substitute for the formal statutory steps. For example, the results of a referendum may indicate overall public opinion, but should not be used as the only justification of a particular ward/constituency configuration. The review must seek to achieve fair and effective representation for all individuals and communities of interest of the district/region, and not be limited to reflecting community views on particular aspects of arrangements.
- 8.7 Consider using independent panels to undertake preliminary consultation and then make recommendations on options for representation arrangements. This avoids potential perceptions of parochialism and self-interest arising from elected members' involvement.
- 8.8 When convening an independent panel:
- select people who have relevant skills, and a good knowledge of the district/region
 - provide clear terms of reference,
 - fully brief the panel on its task, ensuring it has a good understanding of the statutory requirements for reviews.

Statutory requirements

- 8.9 The statutory consultation requirements for initial and final proposals:
- have their timelines summarised in [Table 1: Representation review timelines](#)
 - are detailed under sections 19M (initial) and 19N (final) of the *Local Electoral Act 2001*
 - are based on the special consultative procedure provided for in the *Local Government Act 2002*.
- 8.10 The following appendices contain sample public notices based on the requirements of sections 19M and 19N:
- [Appendix E: Sample public notice – initial proposal](#)
 - [Appendix F: Sample public notice – final proposal](#)
 - [Appendix G: Sample public notice – no submissions](#)
 - [Appendix H: Sample public notice – no appeals or objections](#)
- 8.11 Sections 19M and 19N describe the minimum required. Local authorities need to consider additional steps to encourage feedback from the community on their proposals.
- 8.12 Providing full information to the public on representation proposals is good practice, and may reduce the potential for appeals and/or objections.
- 8.13 For example, to improve the public's access to information about the local elections, consider using:

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- local authority facilities and communications channels such as displays at council offices and libraries
 - council publications, newsletters, and websites
 - news media and social media.
- 8.14 Ensure that information is easy to understand. For example, clarify proposed electoral subdivisions by including suitable maps (or details of where to view them physically or electronically) in public notices.

Chapter 9: Recommended practice processes

9.1 The *Local Electoral Act 2001* does not prescribe the representation review process. Each local authority may determine its own process for undertaking its review provided the statutory requirements are met. The following recommended process steps are designed to assist local authorities to achieve a robust outcome that accords with the statutory requirements and other relevant considerations.

Preliminary steps

Step 1: Identify criteria for assessing need for review after three years

9.2 Local authorities must carry out a representation review at least every six years, and may choose to carry out a review more frequently. If considering whether to undertake a review more than once within a six year period, consider:

- What are the local authority's and/or community's views on the current electoral system?¹⁰
- Given the establishment of Māori wards/constituencies triggers a representation review, what are the local authority's and/or community's views on the issue of separate Māori representation? Do local authority policies result in an obligation to consult with local Māori on this issue?¹¹
- What are the local authority's and/or community's views on current community boards (if any) and/or the establishment of new boards? (applies only to territorial authorities)
- What are the local authority's and/or community's views on the current basis of election; that is, does it need to be a ward, at large or mixed system? (applies only to territorial authorities)
- What are the local authority's and/or community's views on the present number of councillors?
- Have there been significant changes in population in some areas which impact on fair representation, that is, approximate equality between councillors in the numbers represented?
- Is the determination for the previous election now seen as resulting in less than optimum effectiveness of representation for communities of interest?
- Are there any other reasons (current or future considerations) that suggest a review needs to be undertaken at this time?

9.3 In addition, local authorities have the option of making minor boundary alterations after three years rather than undertaking a full review (see [Chapter 13: Minor boundary alterations](#)).

¹⁰ Not relevant if the electoral system was determined by poll for the last election.

¹¹ Not relevant if Māori representation was determined by poll for the last election.

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- 9.4 Local authority officers are advised to consider these questions and discuss whether to carry out a review every three years with elected members (formally or informally).

Step 2: Consider preliminary consultation

- 9.5 Once a local authority has decided to carry out a representation review, they need to consider whether to carry out preliminary consultation with the community (including local Māori) on the representation issues including:
- the electoral system
 - Māori representation, and
 - communities of interest.
- 9.6 The local authority also needs to liaise with the other local authorities in the region or area over the timing of representation reviews, including the possibility of carrying out joint consultation activities.

Representation review steps

Step 3: Identify communities of interest

- 9.7 Identify the communities of interest of the district/region considering the factors set out in [Chapter 5: Fair and effective representation](#) and other relevant information available to the local authority.

Step 4: Determine effective representation for communities of interest

- 9.8 Territorial authorities need to consider whether effective representation for identified communities of interest is best achieved by way of elections held at large, wards, or a mix of both. Considerations will include the:
- accessibility, size, and configuration of the district
 - the existence of community boards
 - the electoral system
 - any Māori wards
 - single versus multi-member wards
 - the wider statutory role of local authorities encompassing overall community well-being, sustainability and the interests of future generations
 - increasing diversity of the population and the physical location of particular communities of interest
 - improved communications mechanisms.
- 9.9 Regional Councils must have constituencies.

- 9.10 Local authorities need to consider what council size, or range in membership, would be appropriate to provide effective representation for the district/region as a whole, bearing in mind:
- the diversity of the district/region
 - statutory obligations (for example, is it a unitary authority)
 - the need for efficient and effective governance of the district/region.
- 9.11 Consider whether each identified community of interest needs separate representation in a ward/constituency, or whether some communities of interest can be grouped together to achieve effective representation considering the need to:
- facilitate elector and resident participation
 - avoid dividing recognised communities of interest between wards/constituencies
 - avoid grouping communities of interest with few commonalities
 - factor in the accessibility, size, and configuration of the area concerned.
- 9.12 Regarding wards/constituencies, determine:
- the number of wards/constituencies based on communities of interest, or groupings of communities of interest (see previous paragraph)
 - the boundaries of wards/constituencies including the requirement, as far as practicable, for constituencies to coincide with territorial authority and ward boundaries, and for ward boundaries to coincide with community boundaries
 - the names of the wards/constituencies (see [Names of electoral subdivisions](#) on page 42).

Step 5: Consider fairness of representation for electors of constituencies and wards

- 9.13 In relation to the range of options for the total membership of the local authority:
- identify the ratio of population per member for each proposed ward/constituency
 - compare the ward/constituency ratios calculated with the average population per member for the local authority as a whole.
- 9.14 Under any of the options for total membership, do the ward/constituency ratios fall within +/-10% of the average population per member?
- If “yes”, which option would provide the optimum local authority size in terms of providing effective and fair representation?
 - If “no”, consider altering ward/constituency boundaries or reconfiguring these (to the extent practicable to provide effective representation of communities of interest) so that the ratios fall within +/-10% of the average population per member.

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- 9.15 If the alteration or reconfiguration does not achieve the required ratios, consider whether there are sufficient grounds to not comply with the requirements of section 19V(2) – that is, are there sufficient grounds for applying the provisions of sections 19V(3)(a) or (b)?
- 9.16 If sufficient grounds for an exception:
- are identified, document these in appropriate detail
 - cannot be identified, consider altering or reconfiguring the boundaries.

Step 6: Consider communities and community boards (for territorial authorities only)

- 9.17 In light of the principle of fair and effective representation for individuals and communities, consider and document whether:
- there need to be communities and community boards
 - the nature of any community and the structure of any community board
 - community boards should cover all or only parts of the district, and the rationale for the approach taken.
- 9.18 Where community boards are to be established or retained, consider whether effective representation for identified communities of interest is best achieved by way of:
- an at large system
 - subdivision of the community, including boundaries and names of subdivisions
 - whole territorial authority wards within the community.
- 9.19 Where community boards are to be established, a similar process for territorial authority reviews is to be undertaken to:
- identify the total number of members required (both elected and appointed)
 - the number of members per subdivision (if any) to ensure compliance with the ‘+/-10% rule’, or number per ward (if any)
 - the number (if any) of members to be appointed by the parent territorial authority.

Local authority decision-making

- 9.20 When resolving its initial proposal, each local authority must act in accordance with the requirements of the:
- *Local Electoral Act 2001*, and
 - the consultation and decision-making provisions of the *Local Government Act 2002*.
- 9.21 Local authority officers and members involved with the review process need to be familiar with relevant administrative law issues, and need to seek advice from their legal advisers when necessary.

- 9.22 If a local authority receives submissions on its initial proposal, it must ensure that it acts in a legally 'fair' way in considering them. For instance, if any person exercises the right to be heard under section 19M(3) of the *Local Electoral Act 2001* it is typically appropriate that only local authority members who hear the submissions participate in the decision-making on those submissions. If an elected member has very good reason for being unable to attend oral submission presentations, it may be possible for them to still participate in the decision-making, provided that they take all reasonable steps to inform themselves about the oral submissions concerned.
- 9.23 Each local authority needs to consider all submissions received, and must be able to demonstrate that it has done this by providing reasons for the acceptance or rejection of submissions. Amendments in a local authority's final proposal must be made in response to submissions, or else the initial proposal needs to be retained. Otherwise the community has not had an opportunity to give feedback on all aspects of the proposal, and community members may have grounds to submit appeals and/or objections.
- 9.24 The local authority's public notice of its final proposal under section 19N(2) is required to state the reasons for amendments and the reasons for any rejection of submissions, so the reasons must be recorded in the local authority's resolution of its final proposal.
- 9.25 It is important to carefully consider the following issues in particular, and to record detailed reasoning for all related decisions:
- identification of communities of interest
 - the basis of election (territorial authorities only)
 - establishment or retention of community boards (territorial authorities only)
 - provision of fair and effective representation for electors and communities of interest, and compliance with the '+/-10% rule' in particular
 - consideration by regional councils of the practicality of constituency boundaries coinciding with territorial authority or ward boundaries, and
 - consideration by territorial authorities of ward boundaries coinciding with community boundaries.

Chapter 10: Additional requirements

Names of electoral subdivisions

- 10.1 In general, names of electoral subdivisions should:
- use the most common or predominant, place or feature name (whether official or recorded) within the electoral subdivision concerned
 - avoid duplication and confusion of names of electoral subdivisions with those in other local authority areas.
- 10.2 Appeals and/or objections may be lodged with the Local Government Commission against the names of communities, subdivisions, and wards/constituencies.
- 10.3 Local authorities considering new names for any electoral subdivisions may wish to contact the New Zealand Geographic Board Ngā Pou Taunaha o Aotearoa (the NZGB), which has national guidelines on naming, including the appropriate use of place names and the conventional spelling of place names.
- 10.4 Information on the NZGB, the rules of naming covered in the NZGB's frameworks and the New Zealand Gazetteer of Official Geographic Names, can be found under "Place names & street names" at <http://www.linz.govt.nz.nz/regulatory/placenames> .
- 10.5 The NZGB does not have jurisdiction over the naming of electoral subdivisions, so the statutory process outlined in the *New Zealand Geographic Board (Ngā Pou Taunaha o Aotearoa) Act 2008* does not apply.¹²
- 10.6 Local authorities are encouraged to refer to *Section 3 Locality Definition and Naming in AS NZS 4819-2011 Rural and urban addressing* for good practice naming guidelines. This is available from the Standards New Zealand website www.standards.co.nz.
- 10.7 Enquiries regarding the NZGB and the process for assigning or altering official place names (but not the names of electoral subdivisions) should be directed to:

Wendy Shaw
Secretary for the New Zealand Geographic Board
Ngā Pou Taunaha o Aotearoa

Post: c/o Land Information New Zealand
PO Box 5501
Wellington 6145

¹² The NZGB does, however, have a role in changing the names of districts and regions when requested to do so by a local authority. See sections 22 and 23 of the New Zealand Geographic Board (Ngā Pou Taunaha o Aotearoa) Act 2008.

Phone: (04) 460 0581
Email: wshaw@linz.govt.nz
Website: www.linz.govt.nz

Meshblocks

10.8 Under sections 19T(b), 19U(b) and 19W(c) of the *Local Electoral Act 2001*, all ward, constituency, community and subdivision boundaries (including those of Māori wards/constituencies) must coincide with the boundaries of statistical meshblock areas determined by Statistics New Zealand and used for parliamentary electoral purposes.

10.9 If a local authority is considering boundaries that do not align with meshblock boundaries, it will need to consult Stats NZ to ascertain whether specific meshblock boundary alterations are possible. Stats NZ may at times put in place a “meshblock freeze” during which no splits or nudges will be undertaken. Stats NZ may, in some cases, (when a meshblock freeze is not in place) be able to split meshblocks or nudge meshblock boundaries to better reflect communities of interest or current property boundaries.

10.10 Enquiries regarding meshblock alterations should be directed to the Geospatial Team as follows:

Jill Foster Phone: (03) 964 8909

Rachel Livingston Phone: (03) 964 8448

Post: Geospatial Team
Stats NZ Tatauranga Aotearoa
Private Bag 4741
Christchurch

Email: geography@stats.govt.nz

Website: www.stats.govt.nz

Use of population data

10.11 When carrying out its representation review, the local authority must (s19X) apply the “ordinarily resident population” figures derived from either:

- the most recent census, or
- population estimates prepared by Stats NZ.

10.12 The Commission recommends that most recent population estimate is used, so that each local authority is applying population data that most accurately reflects its current situation.

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- 10.13 Stats NZ produces sub-national population estimates annually. Estimates for local authority districts and existing electoral areas are published by Statistics New Zealand and on the Local Government Commission's website.
- 10.14 Stats NZ will not provide estimates of population for individual meshblocks. Estimates of population will be provided for existing electoral areas, proposed electoral areas (if an appropriate geographic description is provided), area units, and whole districts.
- 10.15 Population estimates for areas smaller than an area unit (for example, a group of meshblocks) will be available each year from December onwards on request.
- 10.16 Stats NZ charges a fee for the preparation of population estimates for areas that are not existing electoral subdivisions.
- 10.17 Enquiries regarding population estimates should be directed to:

Lisa Sands
Population Statistics
Stats NZ Tatauranga Aotearoa

Post: Private Bag 4741
Christchurch

Phone: (03) 964 8370
Email: info@stats.govt.nz
Website: www.stats.govt.nz

Informing relevant organisations

- 10.18 Each local authority needs to keep the following informed of its representation review's progress; the:
- Commission
 - Surveyor-General, and
 - Government Statistician.
- 10.19 Local authorities are required to provide the above parties and the Remuneration Authority a copy of the:
- resolution on its initial proposals (section 19L)
 - public notice of its final proposals, if submissions were received on the initial proposals (section 19N)
 - public notice of its final proposals, if no submissions were received on the initial proposals, or if no appeals and/or objections were received (section 19Y).
- 10.20 A copy of the public notice under section 19Y is also required to be sent to the Secretary for Local Government.

10.21 The Commission requests that in addition to the statutory information requirements, each local authority provides copies of the following information to the Commission as and when they are released:

- any public discussion or consultation documents issued relating to the review
- officer reports to the local authority, and
- all relevant local authority resolutions and public notices.

10.22 A local authority also needs to ensure that other local authorities with a direct interest in its proposal are provided with copies of the public notices issued by the local authority in undertaking its representation review. Sections 19N and 19Y require:

- a territorial authority issuing a public notice to provide it to the regional council(s) in whose region(s) the district is located
- a regional council issuing a public notice to provide it to the territorial authorities located in its region.

10.23 The postal addresses for the organisations required to receive copies of public notices are:

Chief Executive Officer
Local Government Commission
PO Box 5362
Wellington 6145

Government Statistician
Statistics New Zealand
PO Box 2922
Wellington 6140

Surveyor-General
Land Information New Zealand
PO Box 5501
Wellington 6145
Preferred means of contact –
electoral@linz.govt.nz

Chair
Remuneration Authority
PO Box 10-084
Wellington 6143

Secretary for Local Government
Department of Internal Affairs
PO Box 805
Wellington 6140

Chapter 11: Appeals, objections, and referrals

Introduction

- 11.1 Once a local authority has decided on its final proposal:
- an appeal may be made by a submitter on the initial proposal about matters related to their original submission (s19O)
 - an objection may be lodged by any person or organisation if a local authority's final proposal differs from its initial proposal (s19P). The objection must identify the matters to which the objection relates.
 - the local authority must refer their final proposal to the Commission if the proposal does not comply with the '+/-10% rule' (s19V).
- 11.2 Any references to appeals in this chapter include any proposals referred under section 19V, as they are treated as appeals.
- 11.3 Appeals, objections, and referrals under section 19V are sent to the Commission.
- 11.4 Local authorities must set the closing date for appeals and objections:
- at least one month after the date of the public notice issued under section 19N(1)(b)
 - no later than 20 December in the year before election year.
- 11.5 There is no provision in the *Local Electoral Act 2001* for the acceptance of late appeals or objections.

The role of the Commission

- 11.6 When there are appeals, objections or referrals, the Commission must:
- consider the appeals, objections, and other information forwarded to it
 - determine the representation arrangements for the local authority (section 19R)
 - complete its duties before 11 April in election year.
- 11.7 In making its determination, the Commission is able to make any enquiries that it considers appropriate, and may choose to hold meetings with the parties.
- 11.8 Determinations of the Commission may be:
- appealed on a point of law, in accordance with Schedule 5 of the *Local Government Act 2002*
 - subject to judicial review under the *Judicial Review Procedure Act 2016*.

- 11.9 One of the Commission's 2004 determinations was subject to judicial review¹³. The High Court's judgement confirmed that:
- the Commission's role is to determine the matters required to complete the review of representation arrangements
 - the Commission's role is not merely supervisory of a local authority's decision. This means that the Commission is not restricted to checking that a local authority has followed a correct process and referred to all relevant factors, but that it is also required to form its own view on the matters which are within the scope of the review
 - the Commission is required to take into account the local authority's proposal (amongst other matters), and the weight accorded to the proposal is determined by the Commission
 - it is not mandatory for the Commission to consider the weight of numbers in favour of a particular viewpoint. One compelling submission may provide sufficient material for the Commission to reach a decision.

Information to be provided to the Commission

- 11.10 The information required to accompany the appeals and objections forwarded to the Commission is (set out in detail in section 19Q):
- copies of the resolutions on the initial and final proposals
 - a copy of the public notice of the final proposal
 - all submissions made on the local authority's initial proposal
 - all appeals and objections received
 - information concerning the communities of interest and population of the district, region or community, or any proposed electoral subdivision, as is held by the local authority and is necessary for the Commission's determination of the appeals and objections.
- 11.11 In addition, the Commission would normally expect the following information to be provided:
- copies of any public discussion or consultation documents on the review
 - detailed maps showing the existing electoral subdivisions of the local authority or community and the proposed subdivisions
 - officer reports to the local authority that provide background information and make recommendations, including the financial impacts of any proposals.

¹³ Ford & Ors v The Local Government Commission & Ors (16/8/2004, High Court, Christchurch, John Hansen J, CIV-2004-409-948)

Commission consideration

- 11.12 When considering appeals and/or objections against the final proposal of a local authority, the Commission has the option of either making a decision based on the papers, or holding a hearing at which the parties may put forward their respective viewpoints. The Commission also has the discretion to make any inquiries it considers appropriate.
- 11.13 Occasionally the Commission has invited selected submitters who support local authority proposals to appear at hearings in order that the Commission hears a balance of views. Others, such as representatives of community boards, may also be invited to ensure additional perspectives are heard by the Commission. Such invitations are made at the discretion of the Commission.
- 11.14 For appeals involving relatively minor matters the Commission has, on occasions, reached its decision based on a consideration of the papers. In deciding whether or not to hold a hearing, the appeals and/or objections received will be assessed to determine whether a hearing is justified in a particular case, taking into account the workload of the Commission and the time constraints of the legislation.
- 11.15 Because of the limited time available to the Commission for considering and determining appeals and objections, meetings to hear appellants/objectors may not always be at times or on dates that are convenient to all participants. Hearings are usually held in local authority premises. Refer to [Appendix I: Appeals and objections hearing processes](#) for details on the conduct of Commission hearings and process requirements.

Commission decisions

- 11.16 Commission decisions take account of matters:
- that come before it through appeals and objections
 - raised in submissions to a local authority's initial proposal, and information gained through any further inquiries the Commission considers appropriate (s19R).
- 11.17 With regard to a proposal before it, the Commission must rectify any element of a local authority's proposal that it considers does not comply with the statutory provisions, whether or not that element of the proposal was the subject of an appeal or objection. Therefore, there may be occasions when the Commission's determination is not founded on any particular proposal, submission, objection, or appeal.
- 11.18 In considering local authority proposals, the Commission must ensure that the provisions of sections 19T or 19U or 19W, and section 19V are complied with. If the Commission does not consider that the local authority has established grounds for a departure from the '+/-10% fair representation rule' in section 19V(2), then the Commission is required to ensure that this requirement is met.

Chapter 12: Implementation issues

What happens after Commission makes its determination?

- 12.1 After the Commission has made a determination on a local authority's representation arrangements, it:
- advises the affected local authority and the appellants and objectors
 - advises the news media
 - advises the Surveyor-General, Government Statistician, the Remuneration Authority and the Secretary for Local Government
 - gives public notice of the determination (the cost of which is met by the Commission).
 - where boundaries have been altered or new electoral areas are established, arranges for the preparation of plans defining those boundaries and area (the cost of which is met by the affected local authority).
- 12.2 As well as formally advising the Government Statistician of the determination, the Commission liaises with Stats NZ's Geospatial Team to ensure that new or altered boundaries are reflected in the digital meshblock pattern. In turn Stats NZ provides the new meshblock pattern to the Electoral Commission, so that electoral rolls reflect the new or altered boundaries.
- 12.3 When the Commission has determined a local authority's representation arrangements it is not necessary for the local authority to liaise with Stats NZ or to arrange for the preparation of plans. This will be done by the Commission.

What happens if a local authority's proposal is not considered by the Commission?

- 12.4 If the Commission does not have to determine a local authority's representation review proposal it is the local authority's responsibility to liaise with Stats NZ over changes required by new or altered boundaries and to arrange for the preparation of new plans.
- 12.5 In such cases Commission staff are able to provide technical advice to the local authority or to Stats NZ.

Preparation and certification of plans

- 12.6 Representation arrangements for the next local authority or community board election do not take effect unless plans of the relevant electoral subdivisions have been:
- forwarded to Land Information New Zealand (LINZ), and
 - certified by the Surveyor-General or his/her delegate.
- 12.7 Forward plans in PDF format to electoral@linz.govt.nz, with the words 'Plan for certification' and the name of the local authority in the subject line of the email.
- 12.8 The Surveyor-General (in conjunction with the Commission) has issued a standard specifying the requirements for plans submitted for certification - [Standard for plans of local authority areas - LINZS5000](#) .
- 12.9 When the Commission determines a local authority's representation arrangement and is required to arrange the preparation of new plans, the relevant local authority must reimburse the Commission for all costs incurred in obtaining the certification, or must meet the costs of the production of the certificate if required to do so by LINZ (s19Y(5)). The Commission may either invoice the local authority, or arrange for the firm undertaking the preparation of the plans to invoice the local authority directly.
- 12.10 The drafting and certification of plans, whether undertaken under instructions from a local authority or the Commission, may take some time to complete. The time and costs involved will generally reflect the number and complexity of changes to existing representation arrangements.
- 12.11 All local authorities need to factor in provision for costs associated with such plans when developing the budgets for their representation reviews.
- 12.12 Copies of current plans can be viewed on the Commission's website at www.lgc.govt.nz.

When do determinations take effect?

- 12.13 The Commission's determinations come into force at the upcoming elections. A local authority or electoral officer may act on the content of a determination to prepare for those elections.

Chapter 13: Minor boundary alterations

Introduction

- 13.1 Local authorities not undertaking representation reviews may make minor alterations to electoral boundaries where there have been property boundary changes at or near existing electoral boundaries.
- 13.2 A local authority decision on a minor boundary alteration must be referred to the Commission for determination.

Key statutory provisions

- 13.3 The statutory provisions relating to minor boundary alterations are set out in section 19JA for territorial authorities and section 19JB for regional councils. These provisions set out the following requirements:
- since the last representation review, there have been changes to allotment boundaries at or near electoral boundaries¹⁴
 - the proposed electoral boundary alterations are minor
 - the alterations will maintain effective representation of communities of interest
 - as far as practicable, the proposed electoral boundaries will coincide with allotment boundaries
 - as far as practicable, proposed ward boundaries will coincide with community boundaries (if any), and proposed constituency boundaries will coincide with district or ward boundaries.
- 13.4 The proposal is not subject to consultation in the way a representation review proposal is, but a local authority's decision must be made in an open meeting (ss19JA and B) (subject to the requirements of the *Local Government Official Information and Meetings Act 1987*).
- 13.5 The local authority must refer a decision on a proposed minor boundary alteration to the Commission no later than 15 January in an election year. It must also forward any information on communities of interest, population, and the proposed electoral subdivisions held by the local authority and necessary for the Commission's determination. The information provided to the Commission needs to focus on the areas directly affected by the proposed minor boundary alteration.
- 13.6 The Commission is able to make any inquiries it considers appropriate before making a determination on the proposal. It must make its determination before 11 April in election year.

¹⁴ Allotment is defined as having the same meaning given by section 218(2)-(4) of the *Resource Management Act 1991* (see [Appendix J](#)).

Commission consideration

13.7 The Commission sees the normal use of this provision as being situations where a property subdivision has occurred that:

- straddles an electoral boundary, resulting in properties being divided between electoral subdivisions
- leaves properties without direct roading access to the electoral subdivision in which they are situated
- is adjacent to an electoral boundary, and leaves a new property subdivision outside the electoral subdivision in which its predominant community of interest is located.

13.8 The benefits of making minor boundary alterations are seen as:

- better recognising communities of interest
- providing clarity about which electoral subdivision electors should be enrolled in.

Detailed matters for local authorities

13.9 Minor boundary alterations normally require an alteration to meshblock boundaries and contact should be made with Statistics New Zealand to ascertain whether it will agree to change meshblock boundaries. There may be some circumstances where a meshblock is not able to be changed, for example where the boundary is also the boundary of a parliamentary electorate.

13.10 A local authority considering a minor boundary alteration needs to check whether the boundary is also :

- another local authority's electoral subdivision's boundary, for example, a ward boundary may also be a regional constituency boundary
- a DHB boundary
- a licensing trust district or community trust boundary.¹⁵

13.11 Discussion with the other affected bodies (and in some cases with the Commission) may help clarify how feasible it is to make a minor boundary alteration.

¹⁵ Sections 300, 304, 337 and 363 of the *Sale and Supply of Liquor Act 2012* enable the Commission to alter the boundaries of licensing trust districts and community trusts so that they conform with meshblock boundaries.

Chapter 14: Auckland Council

- 14.1 The representation review provisions of the *Local Electoral Act 2001* apply to the Auckland Council because it is a territorial authority, subject to the following specific provisions of the *Local Government (Auckland Council) Act 2009*:
- the Auckland Council's first representation review must be undertaken before 8 September 2018 (s103(1))
 - the governing body of the Auckland Council must comprise a mayor and 20 members (s8(1))
 - local boards must comprise no fewer than 5 and no more than 12 members (s11(1A))
 - a prohibition on the establishment of community boards in Auckland (s102).
- 14.2 The following matters relating to local boards are to be dealt with by way of reorganisation applications under the *Local Government Act 2002*, and therefore not through the representation review process (s24, LGA):
- establishment of local board areas
 - abolition of local board areas
 - alteration of boundaries of local board areas
 - union of 2 or more local boards.
- 14.3 The following matters relating to local boards must be considered as part of the representation review process (s19H(e)-(i), LEA):
- the number of elected members of local boards
 - whether elected members are to be elected from the whole local board area, subdivisions, or wards (if the local board area comprises 2 or more wards)
 - if the basis of election is subdivisions, the names and boundaries of the subdivisions, and the number of members for each subdivision
 - if the basis of election is wards, the number of members to be elected by each ward
 - the names of local boards.
- 14.4 A new local board established following a reorganisation application under the *Local Government Act 2002* may have:
- a chairperson directly elected by the electors of the local board area
 - a mixture of directly elected members and members appointed by the governing body.
- 14.5 These options are not available to the local boards established under the *Local Government (Auckland Council) Act 2009* (s24(1)(h), LGA).

Guidelines: Representation review

- 14.6 The *Local Government (Auckland Council) Act 2009* included the following requirements for the representation arrangements determined for the Auckland Council's first election in 2010:
- single member wards for the rural part of the former Rodney District and for that part of the former Franklin District included in Auckland
 - a more flexible approach to the '+/-10% rule' allowing the requirement not to be complied with if considered necessary for the effective representation of communities of interest.
- 14.7 These arrangements do not apply to future reviews. However, the arrangements in section 19V(3)(a) of the *Local Electoral Act 2001* now contain greater flexibility in respect of the '+/-10% rule' than was the case in 2010.
- 14.8 The provisions in section 19JA of the *Local Electoral Act* which permit minor alterations to the boundaries of territorial authority wards, communities, subdivisions of communities, and local board subdivisions:
- apply to Auckland only in relation to wards and local board subdivisions
 - do not apply to the external boundaries of local board areas as these can only be altered through the reorganisation process in the *Local Government Act 2002*.

Appendix A: Contacts

Local Government Commission

Telephone: (04) 494 0552
Facsimile: (04) 494 0501
Email: info@lgc.govt.nz
Postal address: PO Box 5362
Wellington 6140

New Zealand Geographic Board (regarding place names)

Wendy Shaw, Secretary for the New Zealand Geographic Board
Ngā Pou Taunaha o Aotearoa
Post: c/o Land Information New Zealand
PO Box 5501
Wellington 6145
Phone: (04) 460 0581
Email: wshaw@linz.govt.nz
Website: www.linz.govt.nz

Stats NZ

Lisa Sands (re population estimates)
Email: demography@stats.govt.nz

Jill Foster and Rachel Livingston (re meshblocks)
Email: geography@stats.govt.nz

Stats NZ Tatauranga Aotearoa
Post: Private Bag 4741
Christchurch
Phone: (03) 964 8370
Fax: (03) 964 8999
Website: www.stats.govt.nz

Organisations required to receive public notices

Chief Executive Officer
Local Government Commission
PO Box 5362
Wellington 6140

Chair
Remuneration Authority
PO Box 10-084
Wellington 6143

Government Statistician
Statistics New Zealand
PO Box 2922
Wellington 6140

Secretary for Local Government
Department of Internal Affairs
PO Box 805
Wellington 6140

Guidelines: Representation review

Surveyor-General

Land Information New Zealand

PO Box 5501

Wellington 6145

Preferred means of contact –

electoral@linz.govt.nz

Appendix B: Timelines diagram

Figure 1 below is a summary of the timelines leading up to a round of local government elections. Refer to the relevant sections in these guidelines for detailed information about the associated requirements. An A3 version is available at the Local Government Commission website www.lgc.govt.nz.

Figure 1 includes the dates relating to choosing electoral systems and establishing Māori wards/constituencies that must be met for any new resolutions to apply in the upcoming local government elections.

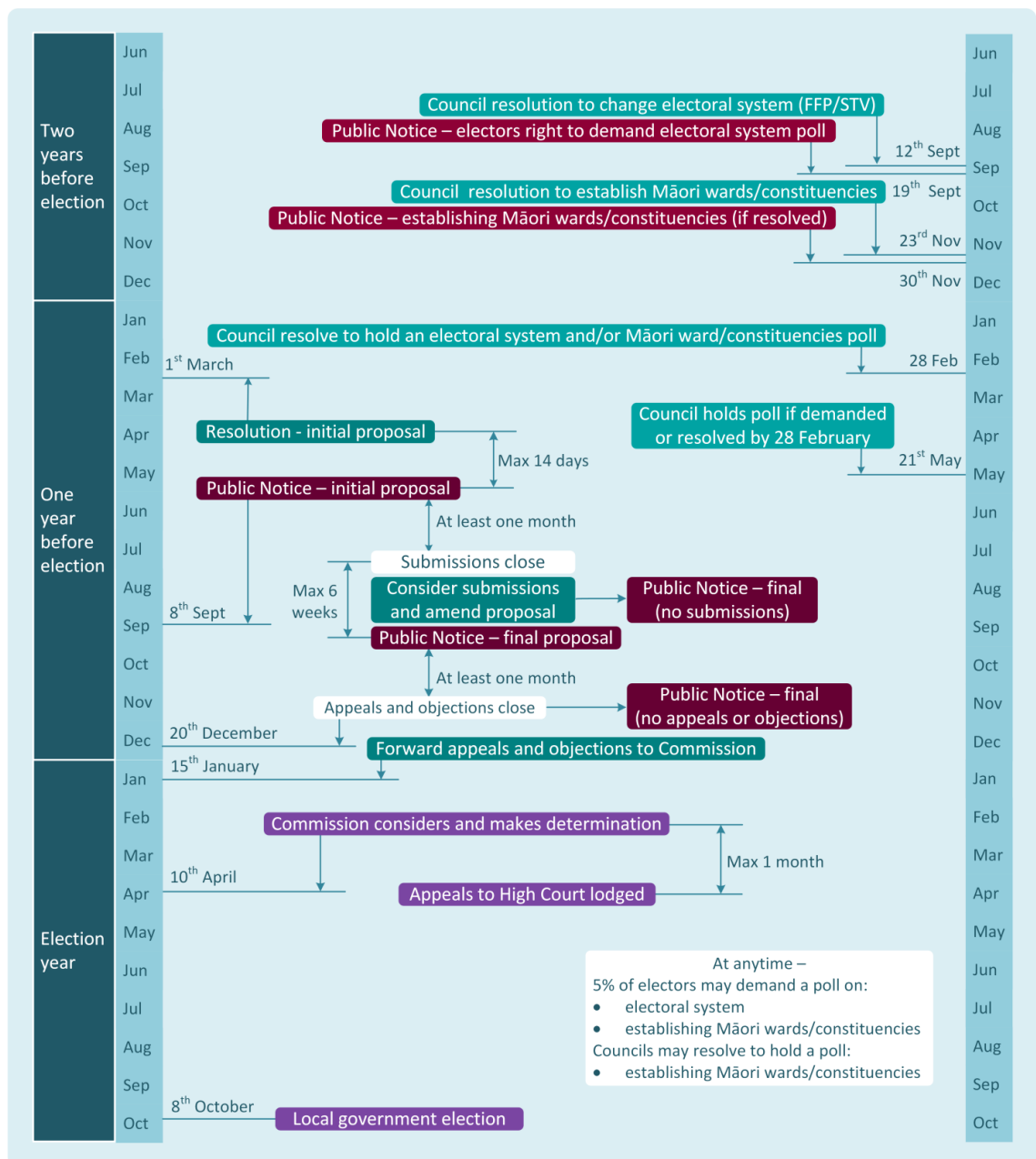


Figure 1: Timelines leading up to local government elections

Appendix C: Basis of election

Basis of election (wards, at large, or a combination of both) only applies to territorial authorities. This appendix gives an overview of territorial authorities' basis of election since 1989.

At the 1989 elections, following the reorganisation of local government, the members of the Kaikoura and Kawerau District Councils were elected at large. All other territorial authority elections were conducted by wards.

At the 1992 elections, four further territorial authorities adopted the at large system: Upper Hutt City, Invercargill City, Nelson City, and the Chatham Islands. All remaining territorial authorities used wards as the basis of election for their members.

The basis of election of territorial authorities remained the same for the 1995, 1998 and 2001 elections with the exception of Napier City which adopted the at large system for the 1998 and subsequent elections.

For the 2004 elections, in addition to the above seven territorial authorities, the Commission upheld a proposal of the Wairoa District Council that the Council be elected at large. For these elections, the Commission also determined that the mixed system of representation would apply for the election of members to the Kapiti Coast District Council and the Tauranga City Council. The remaining 63 territorial authorities continued to use wards as the basis of election for members.

At the 2007 elections, the above eight territorial authorities with the exception of Napier City, conducted their election at large. In addition, as a result of appeals/objections, the Commission determined that the Wanganui District Council election would also be conducted at large. The Commission also determined that three further territorial authority elections (in addition to Tauranga City and Kapiti Coast District) would be conducted using a mixed system of representation. These were Napier City, Masterton District and Gore District Councils. The remaining 60 territorial authorities continued to use wards as the basis of election for members.

For the 2010 elections the Commission upheld the Rotorua District Council's proposal that it be elected at large. The newly constituted Auckland Council was elected from wards. The remaining 53 territorial authorities continued to use wards as the basis of election for members.

In 2013 the Commission determined that the Palmerston North City Council would be elected at large.

For the 2016 elections the Commission determined that the Dunedin City Council would be elected at large. This meant that for those elections:

- 51 territorial authorities were elected by wards
- 11 were elected at large
- 5 were elected by a mixed system.

The information outlined above is summarised in the following table.

Election	Councils adopting at large systems	Councils adopting mixed systems	Number of councils elected by wards
1989	Kaikoura District Kawerau District	-	72
1992	Chatham Islands Invercargill City Nelson City Upper Hutt City		68
1995			68
1998	Napier City (to 2007)		67
2001			67
2004	Wairoa District	Kapiti Coast District Tauranga City	64
2007	Whanganui District	Gore District Masterton District Napier City	60
2010	Rotorua District		53
2013	Palmerston North City		52
2016	Dunedin City		51

Appendix D: Criteria for reorganisation schemes

(as prescribed in Subpart 2 of Part 1 of Schedule 3 of the *Local Government Act 2002*)

11 Commission to determine preferred option

- (5) The Commission must be satisfied that any local authority proposed to be established or changed under a reasonably practicable option will—
- (a) have the resources necessary to enable it to carry out effectively its responsibilities, duties, and powers; and
 - (b) have a district or region that is appropriate for the efficient performance of its role as specified in section 11; and
 - (c) contain within its district or region 1 or more communities of interest, but only if they are distinct communities of interest; and
 - (d) in the case of a regional council or unitary authority, enable catchment-based flooding and water management issues to be dealt with effectively by the regional council or unitary authority.
- (6) For the purposes of subclause (5), the Commission must have regard to—
- (a) the area of impact of the responsibilities, duties, and powers of the local authorities concerned; and
 - (b) the area of benefit of services provided; and
 - (c) the likely effects on a local authority of the exclusion of any area from its district or region; and
 - (d) any other matters that it considers appropriate.

12 Promotion of good local government

- (1) For the purposes of clause 11(8), the Commission must be satisfied that its preferred option—
- (a) will best promote, in the affected area, the purpose of local government as specified in section 10; and
 - (b) will facilitate, in the affected area, improved economic performance, which may (without limitation) include—
 - (i) efficiencies and cost savings; and
 - (ii) productivity improvements, both within the local authorities and for the businesses and households that interact with those local authorities; and

- (iii) simplified planning processes within and across the affected area through, for example, the integration of statutory plans or a reduction in the number of plans to be prepared or approved by a local authority.

19 Communities

When preparing a draft proposal or (if clause 14(4) applies) a reorganisation scheme, the Commission may consider whether good local government of any affected district would be best promoted by—

- (a) a system of communities and the responsibilities, duties, and powers of the community boards in the district; or
- (b) an alternative to an existing system of communities; or
- (c) a change in the responsibilities, duties, and powers of the community boards in the district.

Guidelines: Representation review

Appendix E: Sample public notice – initial proposal

This example of a public notice for an initial representation proposal is intended to assist local authorities prepare public notices under section 19M of the *Local Electoral Act 2001*. A template is available on the Local Government Commission website www.lgc.govt.nz.

Nameless District Council

Initial proposal for representation arrangements for the 2019 local elections

On 28 August 2018 the Nameless District Council reviewed its representation arrangements, and resolved that the following proposal apply for the Council and its community boards for the elections to be held on 12 October 2019:

Council Representation

It is proposed that the Council comprise 10 members elected from five wards, and the mayor. The five wards reflect the following identified communities of interest:

Ward	Communities of interest
Brown Ward	brief geographic description of Brown Ward
Green Ward	brief geographic description of Green Ward
Yellow Ward	brief geographic description of Yellow Ward
Red Ward	brief geographic description of Red Ward
Blue Ward	brief geographic description of Blue Ward

The population that each member will represent is as follows:

Ward	Population (2013 census)	Members	Population per member
Brown Ward	8900	2	4450
Green Ward	11400	3	3800
Yellow Ward	3500	1	3500
Red Ward	8400	2	4200
Blue Ward	8800	2	4400
Total	41000	10	4100

In accordance with section 19V(2) of the *Local Electoral Act 2001* the population that each member represents must be within the range of 4100 +/- 10% (3690 to 4510), unless particular community of interest considerations justify otherwise.

Only the representation of the Yellow Ward falls outside the stipulated range. The Council considers that the Yellow Ward warrants a single member for the following reasons:

- reason 1 based on the considerations set out in section 19V(3)
- reason 2 based on the considerations set out in section 19V(3).

Community Board Representation

It is proposed that the following five community boards be elected:

Community Board	Area of Community
East Community Board	geographical description of the East Community Board
West Community Board	geographical description of the West Community Board
North Community Board	geographical description of the North Community Board
South-West Community Board	geographical description of the South-West Community Board
South-East Community Board	geographical description of the South-East Community Board

East, West and North Community Boards

The East, West, and North Community Boards will each elect five members. They will not be subdivided for electoral purposes. They will each have one appointed member as follows:

Community Board	Number of members from which ward
East Community Board	1 member appointed from the Brown Ward
West Community Board	1 member appointed from the Green Ward
North Community Board	1 member appointed from the Yellow Ward

South-West Community Board

The South-West Community Board will elect six members. One member will be appointed to the Board from the Red Ward.

The South-West Community Board will be subdivided for electoral purposes as follows:

Subdivision	Area of Subdivision
Hills Subdivision	geographical description of the Hills Subdivision
Valley Subdivision	geographical description of the Valley Subdivision

Guidelines: Representation review

The population that the members of each subdivision will represent is shown below:

Subdivision	Population (2013 census)	Members	Population per member
Hills Subdivision	3200	2	1600
Valley Subdivision	5800	4	1450
Total	9000	6	1500

The population each member of the South-West Community Board represents falls within the range of 1500 +/-10% (1350 – 1650) in accordance with section 19V(2) of the Act.

South-East Community Board

The South-East Community Board will elect six members. One member will be appointed to the Board from the Blue Ward.

The South-East Community Board will have two subdivisions for electoral purposes as follows:

Subdivision	Area of Subdivision
Lakes Subdivision	geographical description of the Lakes Subdivision
Rivers Subdivision	geographical description of the Rivers Subdivision

The population that the members of each subdivision will represent is shown below:

Subdivision	Population (2013 census)	Members	Population per member
Lakes Subdivision	4200	3	1400
Rivers Subdivision	4000	3	1333
Total	8200	6	1367

The population each member of the South-East Community Board represents falls within the range of 1367 +/-10% (1230 - 1504) in accordance with section 19V(2) of the Act.

Further Information

Copies of the Council’s resolution and maps setting out the areas of the proposed wards, communities and subdivisions may be viewed and obtained from

- Council Offices, 46 Main Street, Somewhere town.

Any queries regarding the Council’s decision should be directed to Tāne Smith, 01 234 5678, extn 9876, tāne.smith@Somewhere.govt.nz.

Relevant information is also available on the Council’s website www.namelesscc.govt.nz.

Submissions are invited

Persons with an interest in the proposed representation arrangements are invited to make written submissions on the Council's representation proposal.

Submissions are to be forwarded to:

- Attention - Tāne Smith (01 234 5678, extn 9876)
- Physical address - Council Offices, 46 Main Street, Somewhere town.
- Email – representation.review@somewhere.govt.nz
- Fax - 01 234 9876.

Submissions must be received by Council no later than 8 October 2018.

Christine Jones
Chief Executive
4 September 2018

Guidelines: Representation review

Appendix F: Sample public notice – final proposal

This example of a public notice for a final representation proposal is intended to assist local authorities prepare public notices under section 19N of the *Local Electoral Act 2001*. A template is available on the Local Government Commission website www.lgc.govt.nz.

Nameless District Council

Final proposal for representation arrangements for the 2019 local elections

Submissions

On 30 October 2018 the Nameless District Council considered the submissions received on its initial proposal regarding the representation arrangements for the Council and its constituent community boards to apply for the local elections to be held on 12 October 2019.

The Council received 12 submissions on its proposal. Seven submissions were in favour of the Council's proposal. Five submissions contained objections to various elements of the proposal, as follows:

- one submitter sought the division of the District into 6 wards, electing 12 members
- one submitter objected to the names of the wards, and to the boundaries of the wards
- one submitter considered that the boundary between the Yellow and Red Ward needs to be moved to York Street
- one submitter objected to the continued existence of community boards in the District
- one submitter considered that there only need to be two community boards – one for the Red Ward and one for the Blue Ward, reflecting the rural nature of those wards.

Final proposal

Having considered all of the objections, the Council resolved to adopt its initial proposal as the Council’s final proposal, subject to the following amendments:

- the proposed “Brown” Ward be renamed as the “Purple” Ward
- the proposed “Green” Ward be renamed as the “Orange” Ward.

The Council considers that the name changes are appropriate for the following reasons:

- brief description of reason 1
- brief description of reason 2.

The Council rejected the other matters raised in objections for the following reasons:

- brief description of reason 3
- brief description of reason 4
- brief description of reason 5.

Therefore the final proposal is as follows.

Council Representation

It is proposed that the Council comprise 10 members elected from five wards, and the mayor. The five wards reflect the following identified communities of interest:

Ward	Communities of interest
Purple Ward	brief geographic description of Purple Ward
Orange Ward	brief geographic description of Orange Ward
Yellow Ward	brief geographic description of Yellow Ward
Red Ward	brief geographic description of Red Ward
Blue Ward	brief geographic description of Blue Ward

The population that each member will represent is as follows:

Ward	Population (2013 Census)	Members	Population per member
Purple Ward	8900	2	4450
Orange Ward	11400	3	3800
Yellow Ward	3500	1	3500
Red Ward	8400	2	4200
Blue Ward	8800	2	4400
Total	41000	10	4100

Guidelines: Representation review

In accordance with section 19V(2) of the *Local Electoral Act 2001* the population that each member represents must be within the range of 4100 +/- 10% (3690 to 4510), unless particular community of interest considerations justify otherwise.

Only the representation of the Yellow Ward falls outside the stipulated range. The Council considers that the Yellow Ward warrants a single member for the following reasons:

- reason 1 based on the considerations set out in section 19V(3)
- reason 2 based on the considerations set out in section 19V(3).

Community Board Representation

It is proposed that five community boards be elected. The five community boards will be:

Community Board	Area of Community
East Community Board	geographical description of the East Community Board
West Community Board	geographical description of the West Community Board
North Community Board	geographical description of the North Community Board
South-West Community Board	geographical description of the South-West Community Board
South-East Community Board	geographical description of the South-East Community Board

East, West and North Community Boards

The East, West, and North Community Boards will each elect five members. They will not be subdivided for electoral purposes. They will each have one appointed member as follows:

Community Board	Number of members from which ward
East Community Board	1 member appointed from the Purple Ward
West Community Board	1 member appointed from the Orange Ward
North Community Board	1 member appointed from the Yellow Ward

South-West Community Board

The South-West Community Board will elect six members. One member will be appointed to the Board from the Red Ward.

The South-West Community Board will be subdivided for electoral purposes as follows:

Subdivision	Area of Subdivision
Hills Subdivision	geographical description of the Hills Subdivision
Valley Subdivision	geographical description of the Valley Subdivision

The population that the members of each subdivision will represent is shown below:

Subdivision	Population (2013 census)	Members	Population per member
Hills Subdivision	3200	2	1600
Valley Subdivision	5800	4	1450
Total	9000	6	1500

The population each member of the South-West Community Board represents falls within the range of 1500 +/-10% (1350 – 1650) in accordance with section 19V(2) of the Act.

South-East Community Board

The South-East Community Board will elect six members. One member will be appointed to the Board from the Blue Ward.

The South-East Community Board will have two subdivisions for electoral purposes as follows:

Subdivision	Area of Subdivision
Lakes Subdivision	geographical description of the Lakes Subdivision
Rivers Subdivision	geographical description of the Rivers Subdivision

The population that the members of each subdivision will represent is shown below:

Subdivision	Population (2013 census)	Members	Population per member
Lakes Subdivision	4200	3	1400
Rivers Subdivision	4000	3	1333
Total	8200	6	1367

The population each member of the South-East Community Board represents falls within the range of 1367 +/-10% (1230 - 1504) in accordance with section 19V(2) of the Act.

Appeals and objections

Any person who made a submission on the Council’s initial proposal may lodge an appeal against the Council’s decision. An appeal must relate to the matters raised in that person’s submission.

Any person who objects to the final proposal may lodge an objection to the Council’s final proposal. Any objection must identify the matters to which the objection relates.

Guidelines: Representation review

Appeals [*and objections*] must be made in writing and must be received by Council no later than 11 December 2018.

Appeals [*and objections*] are to be forwarded to:

Note: The references to objections in italics above should only be included where the final proposal is different to the initial proposal.

Attention - Tāne Smith (01 234 5678, extn 9876)

- Physical address - Council Offices, 46 Main Street, Somewhere town.
- Email – representation.review@somewhere.govt.nz
- Fax - 01 234 9876.

Further information

Direct any queries regarding the Council's decision to Tāne Smith (contact details above).

Christine Jones
Chief Executive
6 November 2018

Appendix G: Sample public notice – no submissions

This example of a public notice for the final representation arrangements is intended to assist local authorities prepare public notices under section 19Y(1) of the *Local Electoral Act 2001* where no submissions are received in respect of the initial proposal. A template is available on the Local Government Commission website www.lgc.govt.nz.

Nameless District Council

Final representation arrangements - 2019 local elections

On 28 August 2018 the Nameless District Council reviewed its representation arrangements, and resolved that the following proposal apply for the Council and its community boards for the elections to be held on 12 October 2019.

Submissions on the proposal were invited. As no submissions were received in respect of the proposal it becomes the basis of election for the Nameless District Council for the elections to be held on 12 October 2019.

Council Representation

The Council will comprise 10 members elected from five wards, and the mayor. The five wards reflect the following identified communities of interest:

Ward	Communities of interest
Brown Ward	brief geographic description of Brown Ward
Green Ward	brief geographic description of Green Ward
Yellow Ward	brief geographic description of Yellow Ward
Red Ward	brief geographic description of Red Ward
Blue Ward	brief geographic description of Blue Ward

The population that each member will represent is as follows:

Ward	Population (2013 census)	Members	Population per member
Brown Ward	8900	2	4450
Green Ward	11400	3	3800
Yellow Ward	3500	1	3500
Red Ward	8400	2	4200
Blue Ward	8800	2	4400
Total	41000	10	4100

Guidelines: Representation review

In accordance with section 19V(2) of the *Local Electoral Act 2001* the population that each member represents must be within the range of 4100 +/- 10% (3690 to 4510), unless particular community of interest considerations justify otherwise.

Only the representation of the Yellow Ward falls outside the stipulated range. The Council considers that the Yellow Ward warrants a single member for the following reasons:

- reason 1 based on the considerations set out in section 19V(3)
- reason 2 based on the considerations set out in section 19V(3).

Community Board Representation

Five community boards will be elected. The five community boards will be:

Community Board	Area of Community
East Community Board	geographical description of the East Community Board
West Community Board	geographical description of the West Community Board
North Community Board	geographical description of the North Community Board
South-West Community Board	geographical description of the South-West Community Board
South-East Community Board	geographical description of the South-East Community Board

East, West and North Community Boards

The East, West, and North Community Boards will each elect five members. They will not be subdivided for electoral purposes. They will each have one appointed member as follows:

Community Board	Number of members from which ward
East Community Board	1 member appointed from the Purple Ward
West Community Board	1 member appointed from the Orange Ward
North Community Board	1 member appointed from the Yellow Ward

South-West Community Board

The South-West Community Board will elect six members. One member will be appointed to the Board from the Red Ward.

The South-West Community Board will be subdivided for electoral purposes as follows:

Subdivision	Area of Subdivision
Hills Subdivision	geographical description of the Hills Subdivision
Valley Subdivision	geographical description of the Valley Subdivision

The population that the members of each subdivision will represent is shown below:

Subdivision	Population (2013 census)	Members	Population per member
Hills Subdivision	3200	2	1600
Valley Subdivision	5800	4	1450
Total	9000	6	1500

The population each member of the South-West Community Board represents falls within the range of 1500 +/-10% (1350 – 1650) in accordance with section 19V(2) of the Act.

South-East Community Board

The South-East Community Board will elect six members. One member will be appointed to the Board from the Blue Ward.

The South-East Community Board will have two subdivisions for electoral purposes as follows:

Subdivision	Area of Subdivision
Lakes Subdivision	geographical description of the Lakes Subdivision
Rivers Subdivision	geographical description of the Rivers Subdivision

The population that the members of each subdivision will represent is shown below:

Subdivision	Population (2013 census)	Members	Population per member
Lakes Subdivision	4200	3	1400
Rivers Subdivision	4000	3	1333
Total	8200	6	1367

The population each member of the South-East Community Board represents falls within the range of 1367 +/-10% (1230 - 1504) in accordance with section 19V(2) of the Act.

Further information

Any queries regarding the Council's decision should be directed to:

- Tāne Smith (01 234 5678, extn 9876)
- Physical address - Council Offices, 46 Main Street, Somewhere town.
- Email – representation.review@somewhere.govt.nz
- Fax - 01 234 9876.

Christine Jones
Chief Executive
6 November 2018

Guidelines: Representation review

Appendix H: Sample public notice – no appeals or objections

This example of a public notice for the final representation arrangements is intended to assist local authorities prepare public notices under section 19Y(1) of the *Local Electoral Act 2001* where no appeals or objections are received in respect of the final proposal. A template is available on the Local Government Commission website www.lgc.govt.nz.

Nameless District Council

Final representation arrangements - 2019 local elections

On 6 November 2018 the Nameless District Council gave public notice of its final proposal for representation arrangements to apply for the Council and its community boards for the elections to be held on 12 October 2019. Notification of the right to appeal or object was also given. No appeals or objections were received in respect of the resolution, therefore the representation arrangements for the Nameless District Council's 2019 local elections will be the same as in the final proposal:

Council Representation

The Council will comprise 10 members elected from five wards, and the mayor. The five wards reflect the following identified communities of interest:

Ward	Communities of interest
Purple Ward	brief geographic description of Purple Ward
Orange Ward	brief geographic description of Orange Ward
Yellow Ward	brief geographic description of Yellow Ward
Red Ward	brief geographic description of Red Ward
Blue Ward	brief geographic description of Blue Ward

The population that each member will represent is as follows:

Ward	Population (2013 census)	Members	Population per member
Purple Ward	8900	2	4450
Orange Ward	11400	3	3800
Yellow Ward	3500	1	3500
Red Ward	8400	2	4200
Blue Ward	8800	2	4400
Total	41000	10	4100

In accordance with section 19V(2) of the *Local Electoral Act 2001* the population that each member represents must be within the range of 4100 +/- 10% (3690 to 4510), unless particular community of interest considerations justify otherwise.

Only the representation of the Yellow Ward falls outside the stipulated range. The Council considers that the Yellow Ward warrants a single member for the following reasons:

- reason 1 based on the considerations set out in section 19V(3)
- reason 2 based on the considerations set out in section 19V(3).

Community Board Representation

Five community boards will be elected. The five community boards will be:

Community Board	Area of Community
East Community Board	geographical description of the East Community Board
West Community Board	geographical description of the West Community Board
North Community Board	geographical description of the North Community Board
South-West Community Board	geographical description of the South-West Community Board
South-East Community Board	geographical description of the South-East Community Board

The East, West, and North Community Boards will each elect five members. They will not be subdivided for electoral purposes. They will each have one appointed member as follows:

Community Board	Number of members from which ward
East Community Board	1 member appointed from the Brown Ward
West Community Board	1 member appointed from the Green Ward
North Community Board	1 member appointed from the Yellow Ward

South-West Community Board

The South-West Community Board will elect six members. One member will be appointed to the Board from the Red Ward.

The South-West Community Board will be subdivided for electoral purposes as follows:

Subdivision	Area of Subdivision
Hills Subdivision	geographical description of the Hills Subdivision
Valley Subdivision	geographical description of the Valley Subdivision

Guidelines: Representation review

The population that the members of each subdivision will represent is shown below:

Subdivision	Population (2013 census)	Members	Population per member
Hills Subdivision	3200	2	1600
Valley Subdivision	5800	4	1450
Total	9000	6	1500

The population each member of the South-West Community Board represents falls within the range of 1500 +/-10% (1350 – 1650) in accordance with section 19V(2) of the Act.

South-East Community Board

The South-East Community Board will elect six members. One member will be appointed to the Board from the Blue Ward.

The South-East Community Board will have two subdivisions for electoral purposes as follows:

Subdivision	Area of Subdivision
Lakes Subdivision	geographical description of the Lakes Subdivision
Rivers Subdivision	geographical description of the Rivers Subdivision

The population that the members of each subdivision will represent is shown below:

Subdivision	Population (2013 census)	Members	Population per member
Lakes Subdivision	4200	3	1400
Rivers Subdivision	4000	3	1333
Total	8200	6	1367

The population each member of the South-East Community Board represents falls within the range of 1367 +/-10% (1230 - 1504) in accordance with section 19V(2) of the Act.

Further information

Any queries regarding the Council's decision should be directed to:

- Tāne Smith (01 234 5678, extn 9876)
- Physical address - Council Offices, 46 Main Street, Somewhere town.
- Email – representation.review@somewhere.govt.nz
- Fax - 01 234 9876.

Chris Jones
Chief Executive
18 December 2018

Appendix I: Appeals and objections hearing processes

A standard set of processes applies when the Commission decides to hear the appeals and objections lodged against a local authority's representation proposal.

Preliminary organisation

First the Commission will propose a date for the hearing. The local authority will then be advised of the proposed hearing date and venue arrangements. Hearings are usually held in local authority premises.

When the hearing date and venue arrangements are finalised, all parties (the local authority, appellants, and objectors) will be notified. Appellants and objectors will be contacted to ascertain whether they wish to appear before the Commission. There is no obligation for appellants and objectors to appear before the Commission – those who decide not to appear can be assured that the Commission will give their written appeals or objections full consideration.

The Commission may also decide to invite to the hearing

- people who made submissions to the local authority in support of its proposal
- other people who might be able to provide relevant information to the Commission, e.g. representatives of community boards when they have not lodged an appeal or objection

Once appellants and objectors have responded to the Commission regarding the opportunity to appear, the hearing schedule will be finalised, and each party will receive written advice of the time and venue for their appearance. Each party needs to plan to be at the hearing venue at least 10 minutes before the allocated speaking time.

A copy of the briefing prepared for the Commission by the Commission's officers will be provided to those appearing at the hearing.

The hearing

Each hearing follows a standard sequence:

1. Introduction from the Commission Chair.
2. Outline of its proposal by local authority.
3. Representations from appellants and objectors – each will have the opportunity to speak to the matters raised in their appeal or objection.
4. Representations from invited parties outlining basis of support for the local authority proposal or to answer questions from the Commission
5. Exercise of right of reply of local authority to matters raised in the hearing.

Guidelines: Representation review

6. The Commission reserves its determination.

Commissioners may ask questions of each party during the course of their appearance.

As a general guide, the local authority is allocated up to 30 minutes to outline its proposal, and appellants and objectors up to 10 minutes to speak to the matters raised in their written appeal or objection. If an appellant or objector considers that more time is needed to speak to their appeal or objection then a request for additional time needs to be made to the Commission well before the hearing – each request will be considered on a case-by-case basis.

If any party wishes to table new written material at the hearing, this information needs to be provided to the Commission at the time that the party appears before the Commission. Six copies of the written material are required – five copies for the Commission and one copy for the local authority.

Hearings are generally kept as informal as possible and are open to the public and the news media. Many people appearing before the Commission will not have experience in presenting submissions, and the Commission endeavours to foster an environment in which people can feel comfortable.

Appendix J: Minor boundary alterations, Section 218, Resource Management Act 1991

- (2) In this Act, the term allotment means—
- (a) any parcel of land under the Land Transfer Act 1952 that is a continuous area and whose boundaries are shown separately on a survey plan, whether or not—
 - (i) the subdivision shown on the survey plan has been allowed, or subdivision approval has been granted, under another Act; or
 - (ii) a subdivision consent for the subdivision shown on the survey plan has been granted under this Act; or
 - (b) any parcel of land or building or part of a building that is shown or identified separately—
 - (i) on a survey plan; or
 - (ii) on a licence within the meaning of Part 7A of the Land Transfer Act 1952; or
 - (c) any unit on a unit plan; or
 - (d) any parcel of land not subject to the Land Transfer Act 1952.
- (3) For the purposes of subsection (2), an allotment that is—
- (a) subject to the Land Transfer Act 1952 and is comprised in 1 certificate of title or for which 1 certificate of title could be issued under that Act; or
 - (b) not subject to that Act and was acquired by its owner under 1 instrument of conveyance—

shall be deemed to be a continuous area of land notwithstanding that part of it is physically separated from any other part by a road or in any other manner whatsoever, unless the division of the allotment into such parts has been allowed by a subdivision consent granted under this Act or by a subdivisional approval under any former enactment relating to the subdivision of land.
- (4) For the purposes of subsection (2), the balance of any land from which any allotment is being or has been subdivided is deemed to be an allotment.

**Local Government Commission
Mana Kāwanatanga ā Rohe
PO Box 5362, Wellington 6140, New Zealand**

Phone: +64 4 460 2228

Fax: +64 4 494 0501

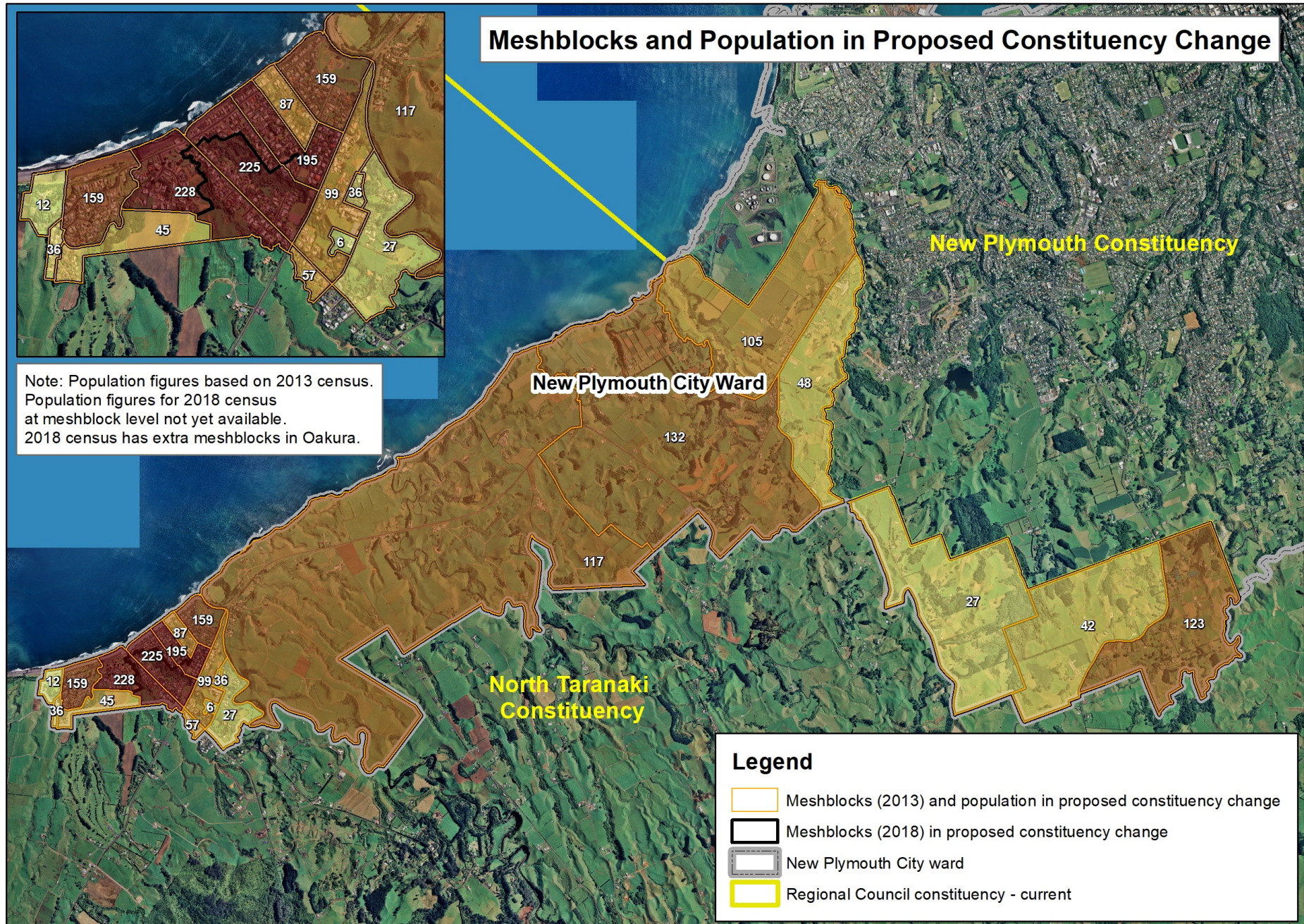
Web: www.lgc.govt.nz

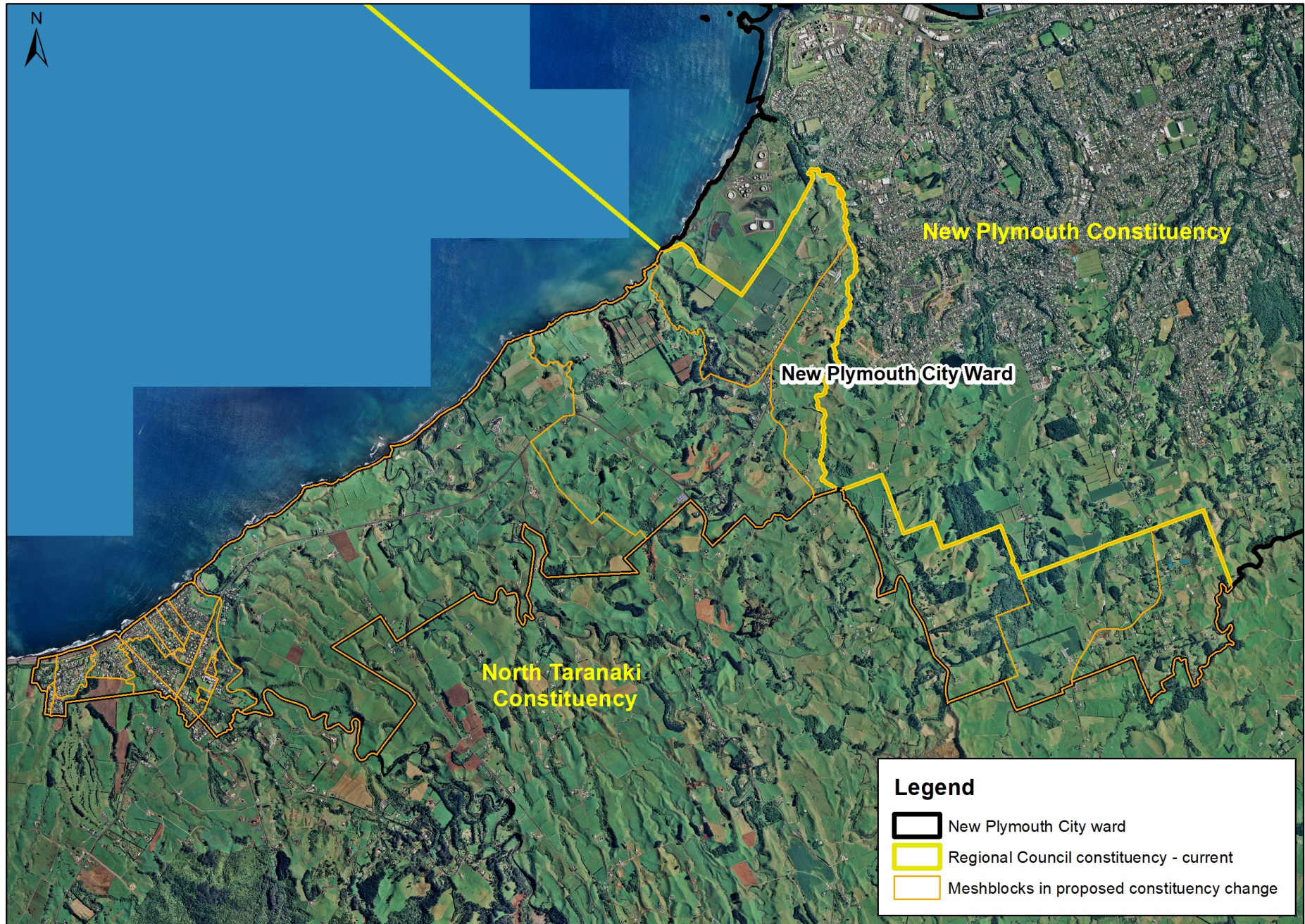
email: info@lgc.govt.nz

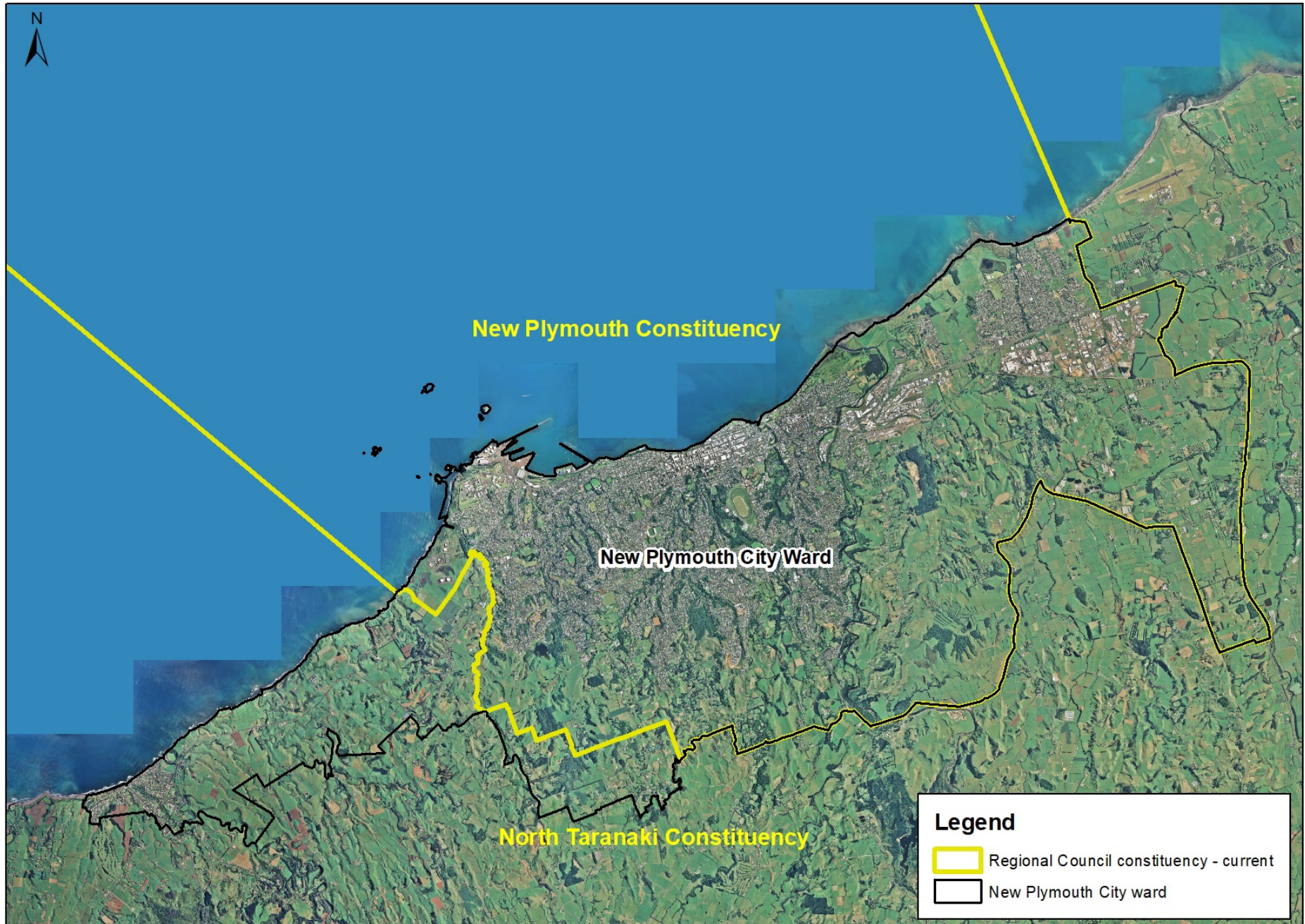
Ordinary Meeting - Representation Review for the 2022 Local Authority Elections

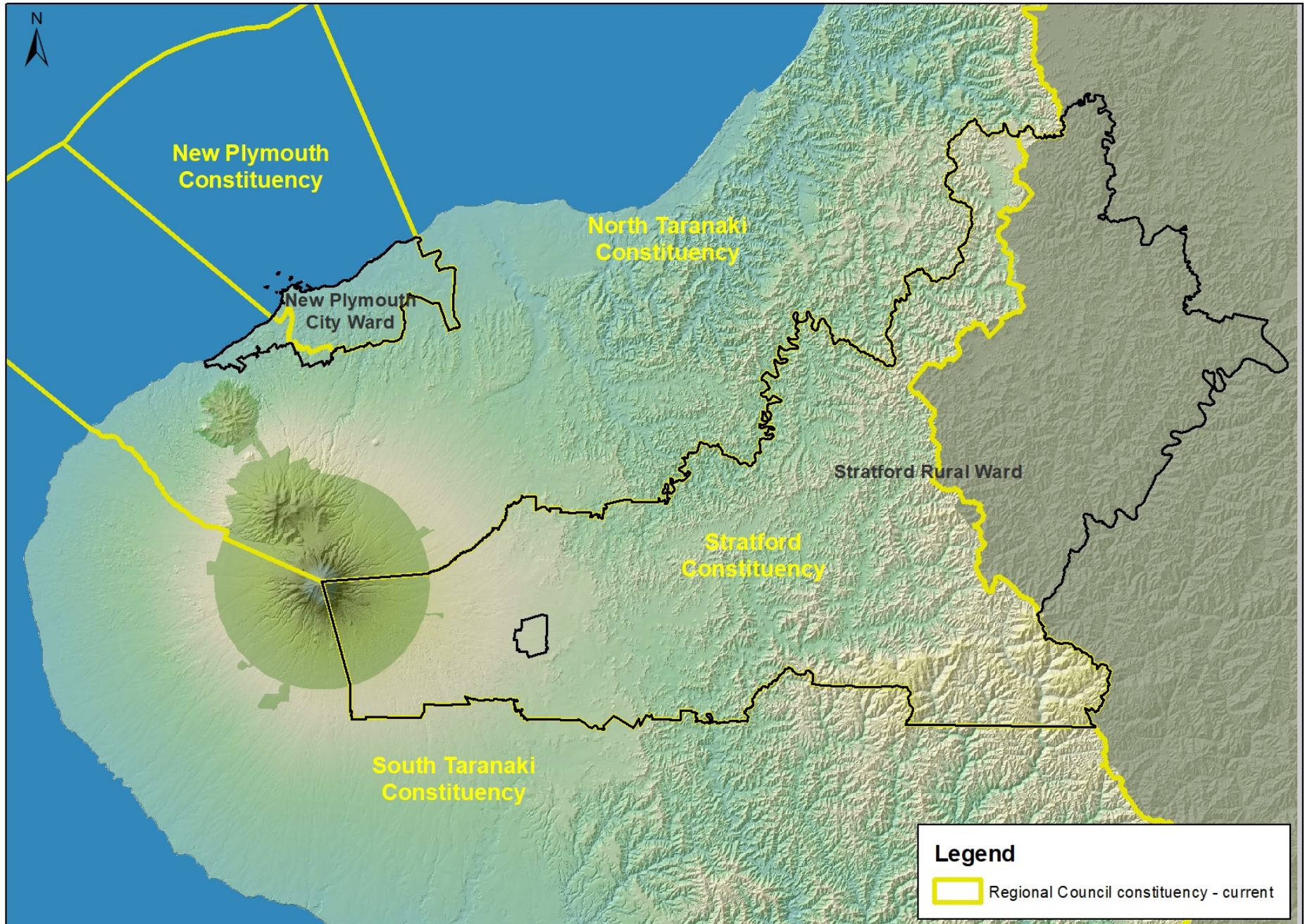
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1555001	0701	North Taranaki Constituency	07	Taranaki Region	03301	Kaitake Community	03301	New Plymouth City Ward	033	New Plymouth District
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4008026	0701	North Taranaki Constituency	07	Taranaki Region	03301	Kaitake Community	03301	New Plymouth City Ward	033	New Plymouth District
4008728	0701	North Taranaki Constituency	07	Taranaki Region	03301	Kaitake Community	03301	New Plymouth City Ward	033	New Plymouth District
4008729	0701	North Taranaki Constituency	07	Taranaki Region	03301	Kaitake Community	03301	New Plymouth City Ward	033	New Plymouth District

List of meshblocks currently in North Taranaki Constituency, and proposed to be moved to New Plymouth Constituency (ref. email Kathryn Van Gameren, TRC, 04/05/2018).

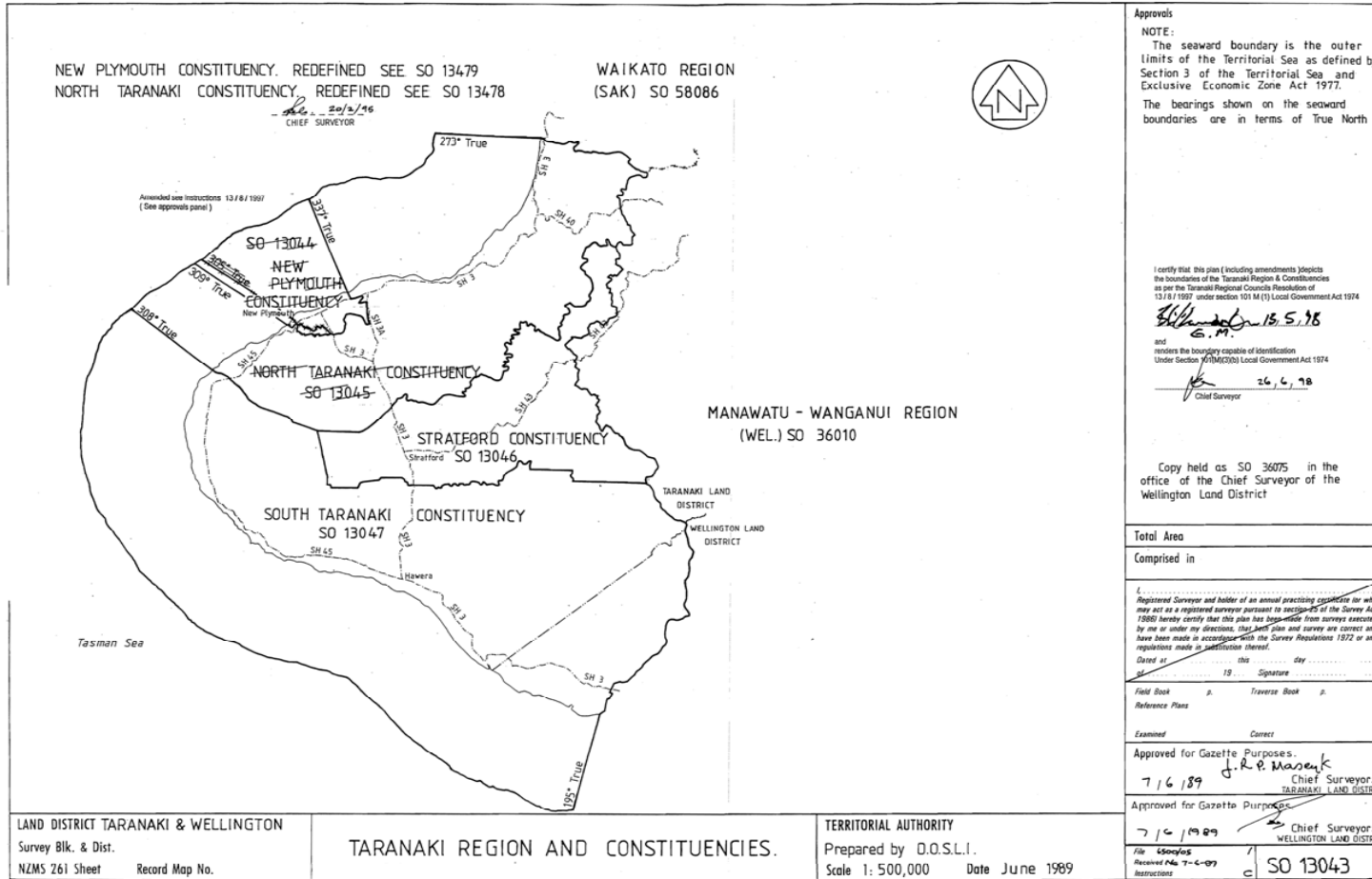








Taranaki Regional Council Constituency Boundaries



Approvals

NOTE:
The seaward boundary is the outer limits of the Territorial Sea as defined by Section 3 of the Territorial Sea and Exclusive Economic Zone Act 1977. The bearings shown on the seaward boundaries are in terms of True North

I certify that this plan (including amendments) depicts the boundaries of the Taranaki Region & Constituencies as per the Taranaki Regional Councils Resolution of 13/8/1989 under section 101(1)(1) Local Government Act 1974

[Signature] 15.5.18
G.M.
and renders the boundary capable of identification Under Section 40(6)(3) Local Government Act 1974

[Signature] 26.6.18
Chief Surveyor

Copy held as SO 36075 in the office of the Chief Surveyor of the Wellington Land District

Total Area

Comprised in

I, *[Signature]* Registered Surveyor and holder of an annual practicing certificate for who may act as a registered surveyor pursuant to section 45 of the Survey Act 1980 hereby certify that this plan has been made from surveys executed by me or under my direction, that said plan and surveys are correct and have been made in accordance with the Survey Regulations 1972 or any regulations made in substitution thereof.

Dated at this day 1989

Field Book p. Traverse Book p.

Reference Plans

Examined Correct

Approved for Gazette Purposes.
7/6/89 *[Signature]* Chief Surveyor, TARANAKI LAND DISTRICT

Approved for Gazette Purposes
7/6/89 *[Signature]* Chief Surveyor, WELLINGTON LAND DISTRICT

File 4509/85
Received No 7-6-89
Instructions SO 13043

LAND DISTRICT TARANAKI & WELLINGTON
Survey Blk. & Dist.
NZMS 261 Sheet Record Map No.

TARANAKI REGION AND CONSTITUENCIES.

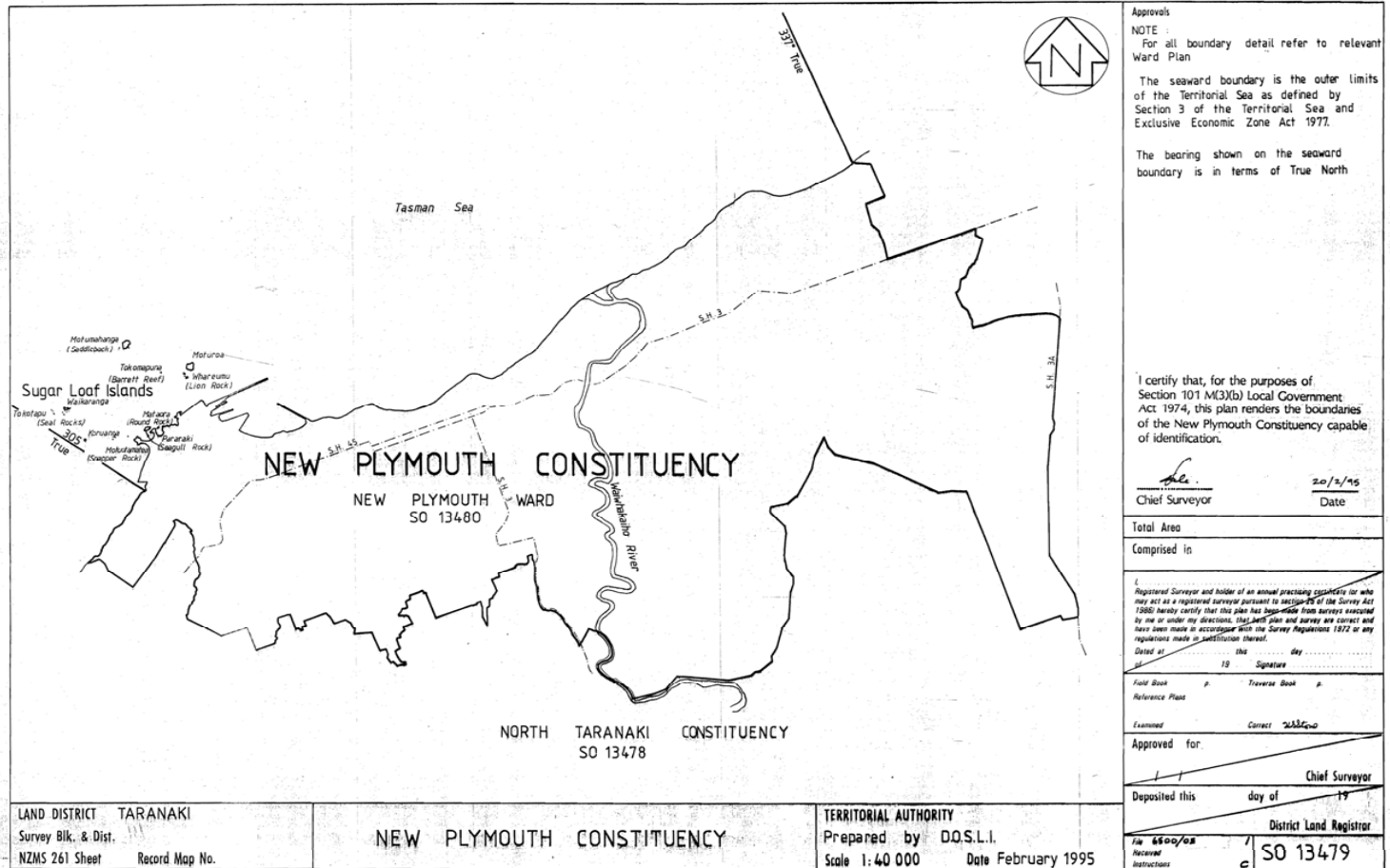
TERRITORIAL AUTHORITY
Prepared by D.O.S.L.I.
Scale 1:500,000 Date June 1989

W.A. ROBERTSON, DIRECTOR GENERAL/SURVEYOR GENERAL, DEPARTMENT OF SURVEY AND LAND INFORMATION, NEW ZEALAND

[Handwritten] 15019

DOSLI FORM 015

New Plymouth Constituency Boundaries



Approvals

NOTE :
For all boundary detail refer to relevant Ward Plan

The seaward boundary is the outer limits of the Territorial Sea as defined by Section 3 of the Territorial Sea and Exclusive Economic Zone Act 1977.

The bearing shown on the seaward boundary is in terms of True North

I certify that, for the purposes of Section 101 M3(b) Local Government Act 1974, this plan renders the boundaries of the New Plymouth Constituency capable of identification.

She. 20/2/95
Chief Surveyor Date

Total Area

Comprised in

I, Registered Surveyor and holder of an annual practicing certificate for who may act as a registered surveyor pursuant to section 85 of the Survey Act 1980 hereby certify that this plan has been made from surveys executed by me or under my directions, that said plan and survey are correct and have been made in accordance with the Survey Regulations 1972 or any regulations made in substitution thereof.

Dated at _____ the _____ day _____ of _____ 19 _____
Signature

Field Book p. _____ Traverse Book p. _____
Reference Plans

Examined Correct 20/2/95

Approved for _____
Chief Surveyor

Deposited this _____ day of _____ 19 _____
District Land Registrar

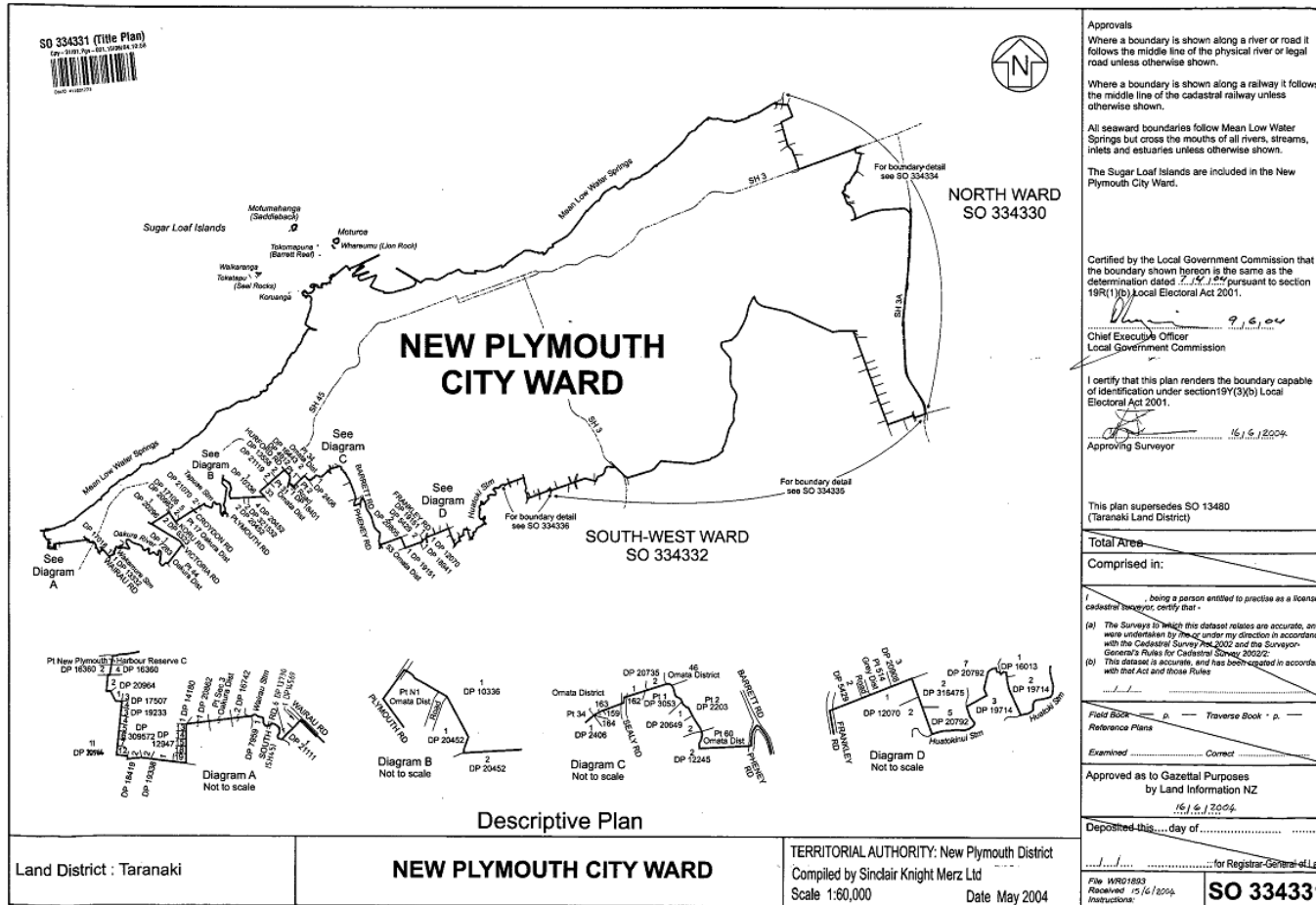
In 6600/95 Received Instructions SO 13479

LAND DISTRICT TARANAKI
Survey Blk. & Dist.
NZMS 261 Sheet Record Map No.

NEW PLYMOUTH CONSTITUENCY

TERRITORIAL AUTHORITY
Prepared by D.Q.S.L.I.
Scale 1:40 000 Date February 1995

New Plymouth City Ward Boundaries



Approvals
Where a boundary is shown along a river or road it follows the middle line of the physical river or legal road unless otherwise shown.

Where a boundary is shown along a railway it follows the middle line of the cadastral railway unless otherwise shown.

All seaward boundaries follow Mean Low Water Springs but cross the mouths of all rivers, streams, inlets and estuaries unless otherwise shown.

The Sugar Loaf Islands are included in the New Plymouth City Ward.

Certified by the Local Government Commission that the boundary shown hereon is the same as the determination dated 11/11/2004 pursuant to section 19R(1)(b) Local Electoral Act 2001.

[Signature] 9.6.04
Chief Executive Officer
Local Government Commission

I certify that this plan renders the boundary capable of identification under section 19Y(3)(b) Local Electoral Act 2001.

[Signature] 16/5/2004
Approving Surveyor

This plan supersedes SO 13480 (Taranaki Land District)

Total Area:
Comprised in:

I, being a person entitled to practise as a licensed cadastral surveyor, certify that -

- (a) The Surveys to which this dataset relates are accurate, and were undertaken by me or under my direction in accordance with the Cadastral Survey Act 2002 and the Surveyor-General's Rules for Cadastral Survey 2002;
- (b) This dataset is accurate, and has been compiled in accordance with that Act and those Rules

Field Book - p. Traverse Book - p.
Reference Plans

Examined Correct

Approved as to Gazetted Purposes by Land Information NZ
16/5/2004

Deposited this ... day of

..... for Registrar-General of Land

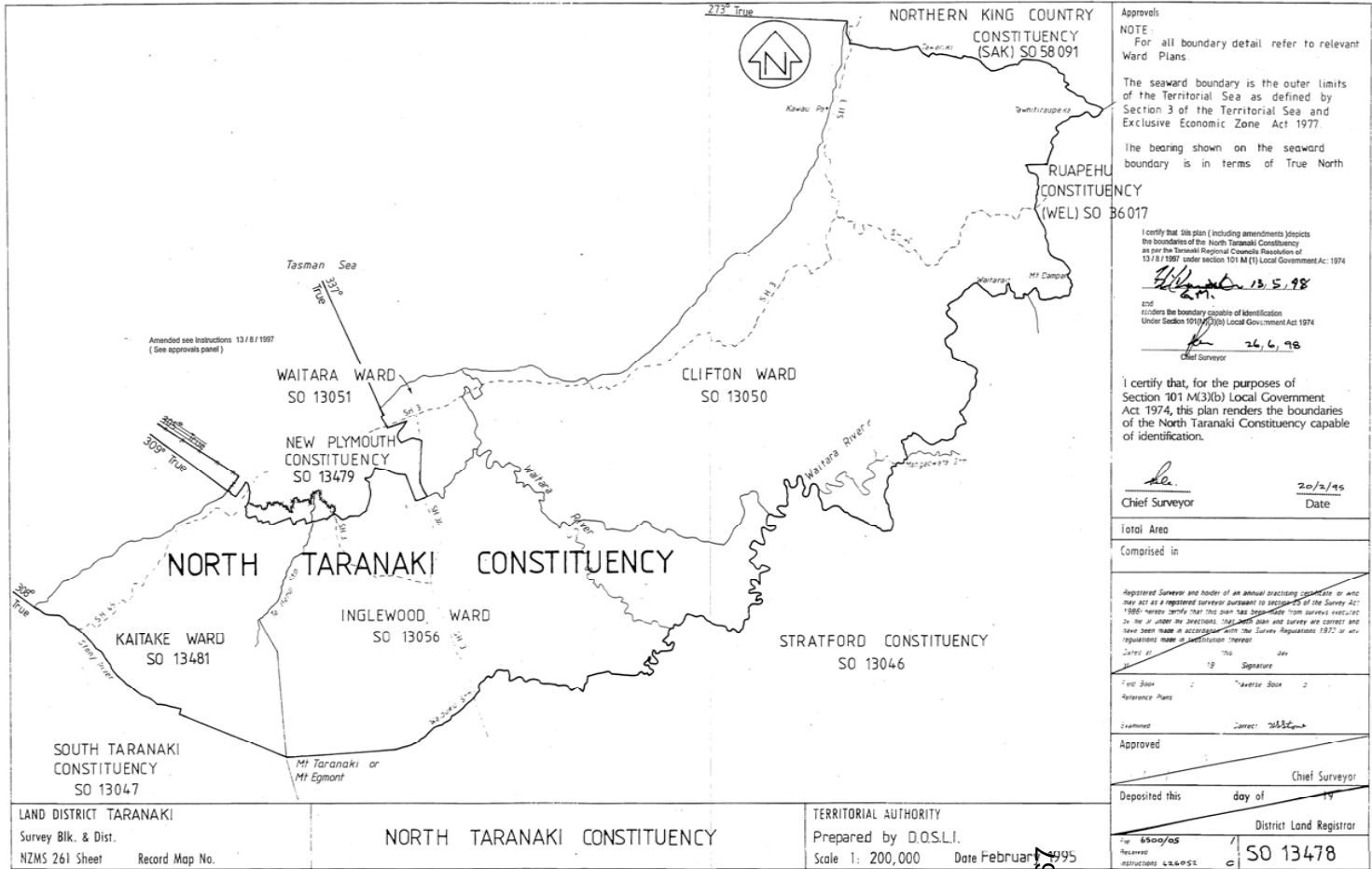
File W921893 Received 15/16/2004 Instructions: **SO 334331**

Land District : Taranaki

NEW PLYMOUTH CITY WARD

TERRITORIAL AUTHORITY: New Plymouth District
Compiled by Sinclair Knight Merz Ltd
Scale 1:60,000 Date May 2004

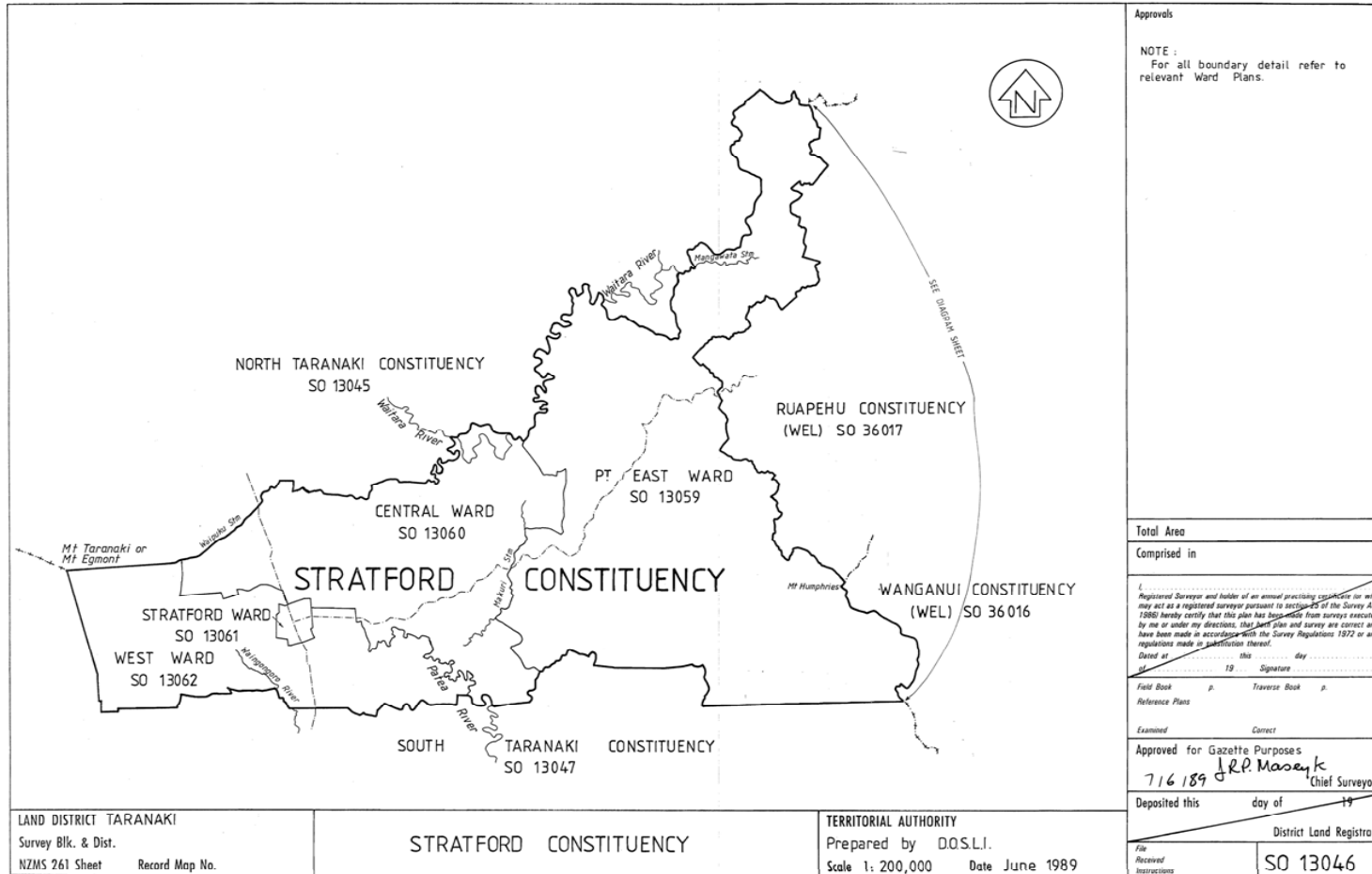
North Taranaki Constituency Boundaries



#2047767

15013/2

Stratford Constituency Boundaries



Approvals

NOTE :
For all boundary detail refer to relevant Ward Plans.

Total Area

Comprised in

I, the undersigned, a Registered Surveyor and holder of an annual practicing certificate in this regard, hereby certify that this plan has been made from surveys executed by me or under my directions, that the lines and survey are correct and have been made in accordance with the Survey Regulations 1972 or any regulations made in substitution thereof.

Dated at _____ this _____ day _____ 19 _____

Signature _____

Field Book p. _____ Traverse Book p. _____

Reference Plans _____

Examined _____ Correct _____

Approved for Gazette Purposes
716189 J.P. Maseyk Chief Surveyor

Deposited this _____ day of _____ 19 _____

District Land Registrar

File Received Instructions SO 13046

LAND DISTRICT TARANAKI
Survey Blk. & Dist.
NZMS 261 Sheet Record Map No.

STRATFORD CONSTITUENCY

TERRITORIAL AUTHORITY
Prepared by D.O.S.L.I.
Scale 1: 200,000 Date June 1989

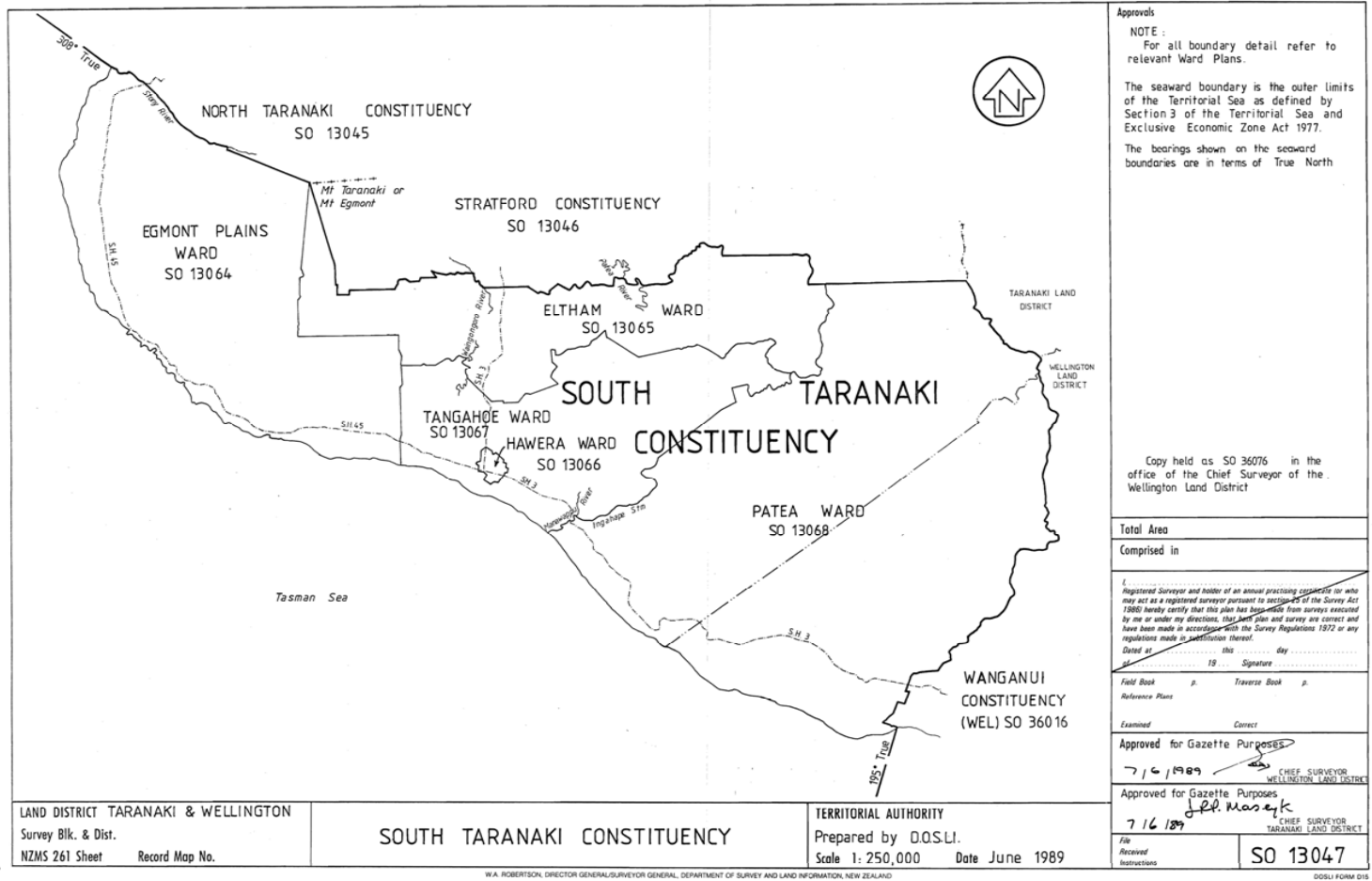
District Land Registrar
SO 13046

W.A. ROBERTSON, DIRECTOR GENERAL/SURVEYOR GENERAL, DEPARTMENT OF SURVEY AND LAND INFORMATION, NEW ZEALAND

15020/1

Sheet 1 of 2

South Taranaki Constituency Boundaries



Approvals

NOTE:
For all boundary detail refer to relevant Ward Plans.

The seaward boundary is the outer limits of the Territorial Sea as defined by Section 3 of the Territorial Sea and Exclusive Economic Zone Act 1977.

The bearings shown on the seaward boundaries are in terms of True North

Copy held as SO 36076 in the office of the Chief Surveyor of the Wellington Land District

Total Area
Comprised in

I, *[Signature]* Registered Surveyor and holder of an annual practicing certificate for who may act as a registered surveyor pursuant to section 45 of the Survey Act 1980 hereby certify that this plan has been prepared from surveys executed by me or under my directions, that the plan and survey are correct and have been made in accordance with the Survey Regulations 1972 or any regulations made in substitution thereof.

Dated at *[Location]* this *[Day]* day of *[Month]* 19*[Year]* Signature *[Signature]*

Field Book p. Traverse Book p.
Reference Plans
Examined Correct

Approved for Gazette Purposes
7/6/1989 *[Signature]* CHIEF SURVEYOR WELLINGTON LAND DISTRICT

Approved for Gazette Purposes
7/6/1989 *[Signature]* CHIEF SURVEYOR TARANAKI LAND DISTRICT

File Received Instructions SO 13047

LAND DISTRICT TARANAKI & WELLINGTON
Survey Blk. & Dist.
NZMS 261 Sheet Record Map No.

SOUTH TARANAKI CONSTITUENCY

TERRITORIAL AUTHORITY
Prepared by D.O.S.L.I.
Scale 1:250,000 Date June 1989

W.A. ROBERTSON, DIRECTOR GENERAL/SURVEYOR GENERAL, DEPARTMENT OF SURVEY AND LAND INFORMATION, NEW ZEALAND

15025

DOSLI FORM 015

Ordinary Meeting Public Excluded

In accordance with section 48(1) of the *Local Government Official Information and Meetings Act 1987*, resolves that the public is excluded from the following part of the proceedings of the Ordinary Meeting on Tuesday 29 June 2021 for the following reason/s:

Item 11 - Public Excluded Consents and Regulatory Committee Minutes – 8 June 2021

THAT the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.

Item 12 - Public Excluded Executive, Audit and Risk Minutes – 21 June 2021

THAT the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.