



# **AGENDA**

# Regional Transport

Wednesday 2 December 2020, 11am

# Regional Transport Committee

02 December 2020 11:00 AM - 01:00 PM

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**Date:** 2 December 2020

**Subject:** **Confirmation of Minutes - 9 September 2020**

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

**Document:** 2643350

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**Resolves**

That the Regional Transport Committee of the Taranaki Regional Council:

- a) takes as read and confirms the minutes and resolutions of the Regional Transport Committee meeting of the Taranaki Regional Council held in Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 9 September 2020 at 11am
- b) notes that the unconfirmed minutes of the Regional Transport Committee meeting held at Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 9 September 2020 at 11am, have been circulated to the New Plymouth District Council, Stratford District Council and South Taranaki District Council for their receipt and information.

**Appendices/Attachments**

Document 2582648: Minutes Regional Transport Committee meeting - 9 September 2020



**Date** 9 September 2020, 11am  
**Venue:** Taranaki Regional Council, 47 Cloten Road, Stratford  
**Document:** 2582648

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<b>Present</b>	Councillors	Matthew McDonald	TRC (Chairperson)
		Tom Cloke	TRC
		Harry Duynhoven	NPDC
	Mayor	Neil Volzke	SDC
		Phil Nixon	STDC
	Ms	Emma Speight	NZTA
<b>Attending</b>	Messrs	Mike Nield	Acting Chief Executive TRC
		Chris Clarke	Transport Manager TRC
	Ms	Fiona Ritson	Policy Analyst TRC
	Miss	Liesl Davidson	Committee Administrator TRC
	Messrs	Ross I'Anson	NZTA
		Steve Bowden	SDC
		Vincent Lim	STDC
		Rui Leitao	NPDC
		David Langford	NPDC
		Richard Buttimore	New Plymouth Airport
		Peter Ledingham	Communications Adviser TRC
		Richie Arber	NZ Road Carriers Association
		Justin Hawkrigde	Port Taranaki Limited
		Kevin Wright	NZTA
Ms	Junine Stewart	NZTA	
	Marion Webby	STDC	
Mr	R O'Keefe	NZ Police	

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

**Apologies** There were no apologies received.

**Notification of Late Items** There were no late items.

The chairman, Mr M McDonald acknowledged the passing of David Walter past Chairman of the Taranaki Regional Council and the Regional Transport Committee.

**1. Confirmation of Minutes – 17 June 2020**

**Resolved**

That the Taranaki Regional Transport Committee:

- a) takes as read and confirms the minutes and resolutions of the Regional Transport Committee meeting of the Taranaki Regional Council held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford on Wednesday 17 June 2020 at 11am
- b) notes that the unconfirmed minutes of the Regional Transport Committee meeting held at the Taranaki Regional Council chambers, 47 Cloten Road, Stratford on Wednesday 17 June 2020 at 11am were circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for their receipt and information.

Volzke/Cloke

**Matters arising**

There were no matters arising.

**2. Minutes of the Regional Transport Advisory Group**

**Resolved**

That the Taranaki Regional Transport Agency:

- a) receives the unconfirmed minutes of the Taranaki Regional Transport Advisory Group Meeting held on Wednesday 12 August 2020.

Cloke/Volzke

**Matters arising**

- 2.1 Connections to Port Taranaki are in the very early stages and is only conceptual thinking so far.
- 2.2 Ahititi Stock Effluent - Design for the replacement effluent facility is almost complete.

**3. Waka Kotahi New Zealand Transport Agency Update**

- 3.1 Ms Emma Speight, Waka Kotahi NZ Transport Agency, provided an update on the Waka Kotahi NZ Transport Agency's activities nationally and regionally and answered questions arising.
- 3.2 Ms Junine Stewart Waka Kotahi NZ Transport Agency, provided an update on the Road to Zero & Safe Network Programme and answered questions arising.
- 3.3 Mr Kevin Wright Waka Kotahi NZ Transport Agency, provided an update on the Investment Prioritisation Methodology and answered questions arising.
- 3.4 Councillor T Cloke expressed concern around the amount of money being spent on the design work for State Highway 3.

### **Recommended**

That the Taranaki Regional Council:

- a) receives the three presentations provided by Waka Kotahi NZ Transport Agency.  
Duynhoven/Nixon

#### **4. Regional Land Transport Plan 2021 Development**

- 4.1 Ms F Ritson, Taranaki Regional Council, spoke to the memorandum providing an update to the Committee on the development of the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* (RLTP 2021), including the two month extension.
- 4.2 Receiving the outputs from the Investment Logic Mapping (ILM) process undertaken as part of the review.
- 4.3 Seeking support from the Committee of the proposed changes to the strategic policy framework by the review process incorporating any changes requested by the Committee at the workshop preceding the meeting, for:
  - A new thirty-year vision
  - Minor amendments to the objectives and policies
  - New ten-year headline targets
  - New ten-year transport investment priorities
- 4.4 Seeking support from the Committee to adopt the new nationally recommended policy/methodology for prioritising significant activities.

### **Recommended**

That the Taranaki Regional Council:

- a) receives the memorandum, *developing the Regional Land Transport Plan 2021*
- b) notes the two-month extension to the deadline for submissions and the amended development timeline provided
- c) notes that an externally-facilitated Investment Logic Mapping process has been undertaken with key stakeholders as part of developing the RLTP 2021, and receives the resulting schematic of weighted problem and investment benefit statements
- d) agrees to a proposed new thirty-year vision for the RLTP 2021, subject to any changes requested by the Committee
- e) agrees to the minor changes proposed to the RLTP strategic policy framework (issues, Objectives and Policies), subject to any changes requested by the Committee
- f) agrees to the inclusion of the ten-year headline targets for the RLTP 2021 and the phasing of those targets, subject to any requested changes by the Committee
- g) agrees to the proposed ten-year investment priorities and the phasing of those priorities, subject to any changes requested by the Committee
- h) agrees to the proposed prioritisation process to follow for any significant works.  
Clove/Nixon

**5. New Plymouth Airport Update**

- 5.1 Mr R Buttimore, New Plymouth Airport, provided a presentation updating the Committee on the New Plymouth Airport.

**Recommended**

That the Taranaki Regional Council:

- a) receives the New Plymouth Airport Update.  
Clove/Duynhoven

**6. Port Taranaki Limited Update**

- 6.1 Mr J Hawkridge, Port Taranaki Limited, provided an update on Port activities.

**Recommended**

That the Taranaki Regional Council:

- a) receives the Port Taranaki Limited update.  
McDonald/Clove

**7. Regional Road Safety Update**

- 7.1 Ms M Webby, Road Safe Taranaki and Mr Robbie O'Keefe, NZ Police, provided a presentation updating the Committee on road safety activities in the region.
- 7.2 Acknowledgement was given to Kath Ford - ACC Injury Prevention Co-ordinator who has recently retired.

**Recommended**

That the Taranaki Regional Council:

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

**8. Draft Regional Public Transport Plan 2020/2030**

- 8.1 Mr C Clarke, Taranaki Regional Council, spoke to the memorandum providing an update to the Committee on the draft *Regional Public Transport Plan 2020/2030* (RPTP) development.

**Recommended**

That the Taranaki Regional Council:

- a) notes and receives the update on the draft *Regional Public Transport Plan 2020/2030*.  
Clove/Nixon

**9. Public Transport Operational Update for the year end June 2020**

- 9.1 Mr C Clarke, Taranaki Regional Council, spoke to the memorandum providing the Committee with the operational report on public transport services for the quarter and year ending 30 June 2020.

**Recommended**

That the Taranaki Regional Council:

- a) receives and notes the operational report of the public transport services for the quarter and year ending 30 June 2020.

Speight/Nixon

**10. Correspondence and Information Items**

- 10.1 Mr M J Nield, Acting Chief Executive, Taranaki Regional Council, spoke to the memorandum updating the Committee on correspondence and information items since their last meeting.

**Recommended**

That the Taranaki Regional Council:

- a) receives and notes for information purposes the correspondence with Waka Kotahi NZ Transport Agency regarding the Egmont Road / SH3 Devon Road intersection
- b) receives and notes for information purposes the update on the proposed changes to setting speed limits
- c) agrees that the Committee prepares a submission on the Ministry of Transport's *Proposed Approach to the Speed Management – Land Transport Rule: Setting of Speed Limits*.

McDonald/Cloke

There being no further business the Committee Chairperson, Councillor M J McDonald, declared the Regional Transport Committee meeting closed at 1.23pm

**Confirmed**

**Taranaki Regional Transport  
Committee Chairperson:** \_\_\_\_\_

**M J McDonald**

**Wednesday 2 December 2020**





**Date** 2 December 2020

**Subject:** **Minutes Regional Transport Advisory Group**

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

**Document:** 2644130

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**Recommendations**

That the Taranaki Regional Council:

- a) receives the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 21 October 2020

**Appendices/Attachments**

Document 2618797: Minutes Regional Transport Advisory Group - 21 October 2020

**Taranaki Regional Transport Advisory Group (RTAG) Meeting**

**MINUTES**

**Date** Wednesday 21 October 2020, 10.00am

**Venue** Taranaki Regional Council

**Present**

Rui Leitao (RL)	NPDC
Stuart Knarston (SK)	NPDC
Steve Bowden (SB)	SDC
Vincent Lim (VL)	STDC
Wayne Wallace (WW)	NZTA (Zoom)
Dave Perry (DP)	NZTA
Shaun Harvey (SH)	NZTA (Zoom)
Andrew Higgs (AH)	NZTA
Tiffanie Kanon (TK)	NZTA (Zoom)
Fiona Ritson (FR)	TRC
Chris Clarke (CC)	TRC
Liesl Davidson (LD)	TRC - Administrative support

Charlotte Littlewood Taranaki Trails Trust and Venture Taranaki

**Apologies** Rob Service - NZTA, Vivek Regmi - SDC.

Item	Agenda subject	Action
1.	<p><b>Welcome and apologies</b></p> <p>Chris Clarke welcomed everyone to the meeting.</p> <ul style="list-style-type: none"> <li>Introduced Andrew Higgs, NZTA and Stuart Knarston, NPDC.</li> <li>The group did a round table of introductions on themselves for new members.</li> </ul>	
2.	<p><b>Minutes of last meeting on 12 August 2020</b></p> <p>The previous minutes of the RTAG meeting held on Wednesday 12 August 2020 were accepted as true and correct.</p>	

<p>3.</p>	<p><b>RTC Meetings</b>                  Fiona discussed agenda items for the RTC meeting on 2 December 2020 the following points were noted to be included in the agenda:</p> <ul style="list-style-type: none"> <li>• An active modes update including presentations</li> <li>• Annual Monitoring report</li> <li>• Waka Kotahi Update including a Mt Messenger Bypass Update</li> <li>• RPTP Update</li> <li>• Final GPS 2021</li> <li>• Setting Speeds submission</li> <li>• Updates from the District Councils                         <ul style="list-style-type: none"> <li>– will become a standard item to each RTC meeting</li> <li>– FR will draft a report template based on Horizons and circulate.</li> </ul> </li> </ul>	<p>FR</p>
<p>4.</p>	<p><b>RLTP Annual Monitoring Report for 2019/20</b></p> <ul style="list-style-type: none"> <li>• The RLTP Annual Monitoring Report has to go to the RTC on 2 December</li> <li>• FR is still awaiting responses from a number of organisations to compile the draft report.</li> </ul>	<p>WW, RL, CC</p>
<p>5.</p>	<p><b>Taranaki Trails Trust</b>                  Charlotte Littlewood, Trustee, provided an update on the Taranaki Trails Trust (TTT) vision/mapping for the RLTP, the following points were noted:</p> <ul style="list-style-type: none"> <li>• The TTT are wanting to work in with the RLTP to create a trails vision.</li> <li>• Have been speaking to Councils and NPDC community boards and working through speaking with iwi.</li> <li>• A draft map has been developed, FR will email this to those on Zoom. The map includes what is already on Find My Adventure and current and proposed trails, the proposed trails are categorised as the vision for 10, 20 and 30 years. District Council Officers confirmed the timeframes for their proposed walkways were correct.</li> <li>• It is important to look at how trails will be implemented and utilise paper roads around the region as much as possible.</li> <li>• Mixture of tourism ventures and trails.</li> <li>• The Whangamomona Road will be taken back under Council control from 1 July 2021. Cream track is a Whanga Road Action Group track.</li> <li>• It was suggested to add on a trail around the whole coastline and Opunake to Eltham along the railway corridor.</li> </ul>	<p>FR</p>
<p>6.</p>	<p><b>Taranaki 2050</b>                  Charlotte Littlewood, Venture Taranaki, provided an update on the Taranaki 2050 project and discussion on a regional co-funding request, the following points were noted:</p> <ul style="list-style-type: none"> <li>• Venture Taranaki is currently at the stage where the Taranaki 2050 action plans have been completed. Looking to pitch to the regional leadership group to prioritise and put together funding bid.</li> <li>• Tourism – How to transition tourism sector to be low emissions.</li> </ul>	

	<ul style="list-style-type: none"> <li>• Potential feasibility study funding.</li> <li>• Have the option through TIO for including third party funding.</li> <li>• A workshop is being held tomorrow with the Regional leaders, who will give an indicative steer of what they want. Following that go around the key officers at councils.</li> <li>• SDC cycling strategy is still being looked at, the bike park is currently out for tender. SDC are also working on a discovery trail that will go through Victoria Park.</li> </ul>	
<p>7.</p>	<p><b>Development of the RLTP 2021</b></p> <ul style="list-style-type: none"> <li>• A discussion was held on the amended timeline for the remaining development period, and the proposed 2021 meeting dates. The following points were noted:             <ul style="list-style-type: none"> <li>– Two Connecting Links sessions have been scheduled for 2021. The representative for the New Plymouth Airport will be changing from Richard Buttimore (who is leaving) to Paul Tench (the current Safety and Security Manager).</li> <li>– 2021 calendar dates – no issues with proposed dates have been raised so LD will send out calendar invites.</li> <li>– DC’s to send through LTP Timeframes to FR.</li> </ul> </li> <li>• Policy framework confirmation – FR distributed copies of the policy framework of the draft RLTP 2021 as amended/confirmed at the RTC. Specific reference was made of the importance of the 10-year transport investment priorities (page 38).</li> <li>• The structure and contents of the Programme tables was discussed, along with anticipated activities. Following points were noted:             <ul style="list-style-type: none"> <li>– FR has only seen the MOR continuous programmes so far.</li> <li>– It was noted that AMPs have a whole section summarised Low Cost Low Risk into one line item and then has a separate spreadsheet that breaks it all down.</li> <li>– NZTA have advised that TIO will be unable to complete an RLTP extract until at least February. Work around is FR will be doing tables for all organisations to input in to.</li> <li>– Committed activities will be shown as a table this time, rather than simply a list, since a more substantial number of activities are involved and more information is warranted.</li> <li>– Regionally significant activities for prioritising – still no sign of draft SH projects.</li> </ul> </li> <li>• FR provided a copy of the current ‘Wish List’ [Activities for future consideration] section for discussion on necessary updates:             <ul style="list-style-type: none"> <li>– A number of the items have pleasingly been addressed.</li> <li>– Read through and give FR feedback via email. Clarify what can be removed or needs to be updated. Emerging tourist routes, this was new last time, check still accurate.</li> </ul> </li> </ul>	<p>LD RL, SB, VL</p> <p>RL, SB, VL, DP</p>

	<ul style="list-style-type: none"> <li>Monitoring framework - forward copies of KPIs currently using to FR, as need to determine best indicators/measures to use regionally.</li> <li>RL noted that under the new <i>National Environmental Standard for Freshwater</i> (NES-F), any road maintenance within 100m of a waterway will have to do a lot of mitigation works, which could increase a lot of costs. An email was sent through from NZTA about potential implications. It was requested that FR schedule a specific session on the back of the next RTAG meeting, with relevant TRC officers to help provide guidance to the RCAs.</li> </ul>	<p>RL, SB, VL</p> <p>FR</p>
<p>8.</p>	<p><b>Round table</b></p> <p><b>NZTA - TK</b></p> <ul style="list-style-type: none"> <li>SH44 half roundabout complete, have been receiving positive feedback. If you hear of any feedback please send through to TK.</li> <li>SH43 - Range of resilience projects ongoing this financial year. 3 erosion protection sites under resource consent processing. 11 sites constructed this year, the rest next financial year.</li> <li>Low Cost, Low Risk - Improving walking and cycle 1 crossing site and building 2 new crossing sites in Stratford. Will include in active modes update to RTC.</li> <li>NPDC - 2 projects connect missing links in city, both at design stage to be constructed next financial year.</li> <li>NPDC - there is a list of pedestrian crossings that require attention, 4 of which need attention this financial year.</li> </ul> <p><b>NZTA - WW</b></p> <ul style="list-style-type: none"> <li>Waka kotahi Transport Services are undergoing a restructure of their operating model.</li> <li>NLTP development, continuous programmes, local government at both sessions.</li> <li>Funding - There will be significant funding impacts due to covid-19.</li> <li>Draft investment prioritisation out for consultation</li> <li>Waka kotahi investment due this month, once it is out will be seeking input.</li> </ul> <p><b>NZTA - DP</b></p> <ul style="list-style-type: none"> <li>Hugo Bosman is the new Project manager for capital projects.</li> <li>SH43 - Pohokura culvert replacement. Manawaiwiri culvert will be delivered through NOC.</li> <li>Hospital Hill retaining wall will be finished next month.</li> <li>At the LACG meeting beforehand a map was submitted showing forward works for next year. Traffic management issues through Inglewood /Midhirst. Asphalt works through Stratford.</li> <li>There are a lot of repairs on the network that need to be completed through summer as they didn't get a lot done through COVID-19.</li> <li>There are a lot of areas of improvement that have not been seen on the NOC in a long time.</li> </ul>	<p>All</p>

- Having experienced staff is going to be the biggest challenge. This is covered in the NOC under succession planning of people.

#### **SDC - SB**

- Ōpunake Road - Want to continue to pursue the possibility of 80KM speed limit.
- Stratford High – looking into a 40km limit outside the school.
- Three of the Shovel Ready projects have been completed, with Beaconsfield Road to be finished Friday this week.
- Swimming Pool – Council made the decision to have the pool located on the North of the Hockey pitch and to construct two new cricket pitches at Stratford High School and Stratford Primary School. As it is a Shovel Ready funded project some works need to be started at the site by February 2021.
- Impact to roads due to forestry traffic is high. Logging of a block was started down Puniwhakau Road and within 3 weeks road was destroyed. NZTA Technical Audit team turned up so took them out to have a look.
- Brecon Road Extension was not successful with Shovel Ready funding so will be looking to NLTF for funding.

#### **NZTA - AH**

- Looking at 21/22 period concerns around funding and what to prioritise.
- Ahititi STE made RLTP list and is fully funded by NZTA. Aiming for facility be constructed by mid 2021 – hopefully get some work underway there this year, intention is to add separate campervan station as well. Drafting proposal to take to NPDC.

#### **NPDC - RL**

- Improvement works outside Merrilands School have been completed.
- In progress of walking and cycling around Vogeltown School and one other school. These projects are associated with the Lets Go programme.
- The project outside Girls High has been stopped, as there were concerns with the design.
- NPDC have a number of projects in the Low Cost Low Risk activities, will be looking to design in one financial year and build in the next financial year. Need more design and preparation work and ensure good consultation with iwi is happening.
- Working to tidy up the AMP to prevent duplication.
- Spending more money in rural areas with roads being destroyed by forestry so the budget for rehabs is high.
- Integrated Transport Strategy – really want to get things under control with State Highway and bypass routes, linking the modes of transport.
- Innovating Streets Inglewood – Have public support for Kelly Street now however, they want to see the fixed structure before they agree to it. Can't see the vision in a temporary way which makes it difficult. There are some water main works happening through that site so will be tagging on with that work in about March. State Highway will have a raised platform.

	<p><b>NZTA - SH</b></p> <ul style="list-style-type: none"> <li>• Changes to the IDMF – come in to effect next LTP.</li> </ul> <p><b>STDC - VL</b></p> <ul style="list-style-type: none"> <li>• Nukumarū Station Road did not go out for tender, Liesl to correct minutes. Have consent from TRC but still waiting on Horizons. Will go out for tender once consents have been approved.</li> <li>• Pavement rehab works first tranche to go out in November, will be trying to do more this year as a lot was missed out due to COVID-19.</li> <li>• Contract has been awarded for bridges. Busy collating a few bridges that need to be upgraded this year and looking at the design work for one of the big bridges.</li> <li>• Hāwera – Normanby pathway, one option was adopted and is now with project team for design and implementation then for tendering.</li> <li>• Innovating Street projects for Waverly and Eltham, make vibrant and slow people down, currently with stakeholders for consultation.</li> <li>• Speed Management – Statement of proposal looking at changing speed limits district wide by 10%.</li> </ul>	LD
9.	<p><b>General Business</b></p> <ul style="list-style-type: none"> <li>• RL queried whether railway containers impinging on roads and roadsides were an issue in other districts and how they were handled.</li> <li>• Rail - Neither the NZ Rail Plan or the Taranaki Forestry on Rail Investigation Report have been released yet. The KiwiRail CE has again been invited to speak at RTC.</li> <li>• FR queried how districts are dealing with including the proposed Speed Management Plans within their NLTF bids, as these will involve a lot of work.             <ul style="list-style-type: none"> <li>○ No clear thinking on this currently, or guidance from Agency.</li> <li>○ RL advised that NPDC are looking at 80 rural, 50 urban, 30 CBD</li> <li>○ The guidelines around signage are not very clear.</li> <li>○ There are a few issues with schools on state highways.</li> </ul> </li> </ul>	
10.	<p><b>Next meeting</b></p> <p>Scheduled for Wednesday 11 November 2020 &amp; Wednesday 11 December 2020</p> <p>Apologies 11 November – Wayne Wallace</p> <p>Meeting closed 12.49pm</p>	

**Acronyms commonly used in RTAG meetings**

Acronym	Meaning
AC	Activity Class
AG2MM	Awakino Gorge to Mt Messenger Programme
AMP	Asset or Activity Management Plan
BC	Business Case
CMP	Corridor Management Plan
DC	District council
DSI	Deaths and Serious Injuries
GIS	Geographic Information System
GPS	Government Policy Statement on Land Transport
HNO	Highways & Network Operations section of NZTA
IAF	NZTA's Investment Assessment Framework
IDMF	NZTA's Investment Decision Making Framework
ILM	Investment Logic Mapping
LOS	Levels of Service
LTP	Long Term Plan
LTV	Long Term View
NOC	Network Outcomes Contract
NOF/NOP	Network Operating Framework/Networking Operating Plan
NPDC	New Plymouth District Council
NZTA	New Zealand Transport Agency
ONF	One Network Framework
ONRC	One Network Rooding Classification
PGF	Provincial Growth Fund
POE	Point of Entry (initiation of a business case)
RAMM	Road Assessment and Maintenance Management database
RAPT	Review and Prioritisation Team
RCA	Road Controlling Authority
REDS	Regional Economic Development Strategy
RLTP	Regional Land Transport Plan
RSTES	Regional Stock Truck Effluent Strategy
RTAG	Regional Transport Advisory Group
RTC	Regional Transport Committee
RWCS	Regional Walkways and Cycleways Strategy
SDC	Stratford District Council
SH	State Highway
SHIP	State Highway Investment Proposal
SIG	Special Interest Group
SNP	Safe Network Programme
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
TAIP	Transport Agency Investment Proposal
TEFAR	Targeted Enhanced Financial Assistance Rate
TIO	Transport Investment Online
TP	Transport Programme
TRC	Taranaki Regional Council
TSIG	Transport Special Interest Group
VDAM	Vehicle Dimensions & Mass
WAC	Walking Access Commission
WWTP	Waste Water Treatment Plant





**Date** 2 December 2020

**Subject:** **State Highway 3 Working Party Minutes - 10 September 2020**

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

**Document:** 2644767

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### **Recommendations**

That the Taranaki Regional Council:

- a) receives the unconfirmed minutes of the State Highway 3 Working Party meeting held on 10 September 2020 via audio-visual link (zoom)

### **Appendices/Attachments**

Document 2587060: Minutes State Highway 3 Working Party - 10 September 2020

**Notes of the meeting of the SH3 Working Party**  
held from 10am on Thursday 10 September 2020  
at the TRC, 47 Cloten Rd, Stratford and via Zoom

**Present:**

Harry Duynhoven (Cr)	New Plymouth District Council
Pat Duffy (Sgt)	NZ Police, Taranaki
Emma Speight	NZ Transport Agency, Wellington
David Perry	NZ Transport Agency, Taranaki
Richie Arber	National Road Carriers Inc.
Matthew McDonald (Cr)	Taranaki Regional Council
Mike Nield	Taranaki Regional Council
Chris Clarke	Taranaki Regional Council
Fiona Ritson	Taranaki Regional Council
Siubhan Green	Taranaki Regional Council (Admin)
John Sutton	NZ Automobile Association (via Zoom)
Hugh Vercoe (Cr)	Waikato Regional Council (via Zoom)
Nigel King	Waikato Regional Council (via Zoom)
Joanna Towler	Waitomo District Council (via Zoom)
Barry Dowsett	NZ Transport Agency, Waikato (via Zoom)
Liam Ryan	NZ Transport Agency, Waikato (via Zoom)
Cara Lauder	NZ Transport Agency, Waikato (via Zoom)
Erin Rangī-Watt	NZ Transport Agency, Waikato (via Zoom)
Raj Rajagopal	NZ Transport Agency, Waikato (via Zoom)
Chris Nally	NZ Transport Agency, Wellington (via Zoom)

**Chair:** Matthew McDonald (Cr) Taranaki Regional Council

**1. Welcome**

The Chair welcomed those present to the meeting, with a special welcome to Emma Speight (NZTA). Apologies were given.

**Apologies:**

Robert O'Keefe (Snr Sgt)	NZ Police, Taranaki
Andrew Murphy (Const)	NZ Police, Mokau
Tom Cloke	Taranaki Regional Council
Ross I'Anson	NZ Transport Agency, Taranaki
Sandy Ke	NZ Transport Agency, Waikato
Sarah Giles	NZ Transport Agency, Taranaki
Phil Brodie (Cr)	Waitomo District Council
David Langford	New Plymouth District Council

**2. Notes from the previous meeting**

Notes from the previous Working Party meeting of 20 September 2019, previously circulated, were taken as read and confirmed as accurate.

Cr Vercoe/Cr Duynhoven

**Matters Arising**

There were no matters arising.

### 3. Awakino Gorge to Mt Messenger Programme (AG2MM) project updates

Presentations by Raj Rajagopal (NZTA, Waikato), Chris Nally (NZTA, Wellington) and Emma Speight (NZTA, Wellington). Refer to Powerpoint presentation slides *attached as reference*.

#### 3(a) Awakino Tunnel Bypass – presentation by Raj Rajagopal

- Construction commenced 1 October 2019
- Overall completion to date – 55%
- The temporary road through Hammond’s Cut to become live September 2020
- There have been a number of archaeological discoveries throughout the site which will result in displays based on findings being made available to the public
- A good relationship with Mana Whenua throughout the process has been maintained and the Kaitiaki Contractor has been a wonderful asset to the program
- Delays due to COVID-19 hindered progress, however works are still on schedule for the completion target date of April 2021.

#### 3(b) Corridor (Safety & Resilience) Improvements – presentation by Raj Rajagopal who has recently taken over responsibility for this project.

- Resilience Improvement Works – Bexley Quarry South & Maikaikatea Station
  - Two H-pile retaining walls to treat underslips in the Awakino Gorge
  - Bexley Quarry Site was completed 29 June 2020
  - Maikaikatea Station was completed 20 August 2020
- Ladies Mile Passing Lane – new southbound passing lane & safety treatments near Awakino
  - Commenced on site March 2019
  - Approximately 65% completed
  - Recommended 8 September following Winter shutdown
  - Pavement works and sealing completion around Nov/Dec 2020
- Rapanui Passing Lane – new northbound passing lane north of Tongaporutu
  - Tender period ended 25 August 2020
  - Construction due to be completed Q1 2022
- Tongaporutu Intersection Improvements
  - Tendered under the same contract as Rapanui
  - To be constructed within the Rapanui Passing Lane construction period

#### 3(c) Mt Messenger Bypass – presentation by Chris Nally

- Ngāti Tama voted 82% in favour of the agreements with Waka Kotahi.
- Appeals to the project’s Environment Court interim decision were held on 24-26 August, with a late withdrawal from Te Korowai

- Media interest around the Hearing increased with coverage on landowner property matters and challenges about kaitiaki stewardship
- Environment Court decision anticipated in Oct/Nov 2020
- High Court determination anticipated Oct/Nov 2020
- Property negotiations are ongoing. An agreeance has been reached with all but one
- Preparing for construction to start early 2021 but is dependent on legal decisions and property procurement.
- The design is finalised but the sequence may change following the Environmental Court decision, or ecological mitigation issues
- The bypass design is being finalised
- Construction programming is underway
- Procurement approaches are being prepared

It was noted that the ecological work was to continue in perpetuity, as part of the commitment to the partnership with mana whenua.

It was advised there will be a big communications push (including visual designs) once the Hearing outcomes are delivered. Information will be available on the web, but also hoping to have pop-up spots. It was suggested that notice boards describing the project, with visuals and displays, be placed at each end of the works.

The number of truck movements required for aggregate during the construction period was queried, along with the implications to traffic. It was advised that 200,000m<sup>3</sup> are to be deposited locally and sequencing will be used to reduce aggregate truck movement. Different options are currently being assessed. Pavement rock is still 2-3 years away.

John Sutton queried if compulsory acquisition is a possibility for the remaining property owner, to which the answer was yes. He also queried what risks remain for the project and how they are reviewed. It was advised that risks are formally reviewed every two months at a workshop, but managed and monitored constantly. Resourcing (labour/materials) could prove to be problematic, but they prefer to see it as an opportunity as opposed to a risk. Costs are being reviewed as there are understandably escalation costs following the initial expectation along with the court outcomes. The project cost is estimated in excess of \$200m.

It was noted that the project was now fully designed, with the exception of the bulk earthworks, which will be determined based on sequencing. Geotech results will aid with this. The wetlands will not be touched.

It was advised that the current spend thus far on the project was approximately \$30m, primarily on investigation, consultation, compensation and legal fees.

#### **4. Updates on maintenance and other improvement works along SH3**

##### **(a) Waitara to Bell Block project – update presented by Emma Speight**

- Safety improvements are to be implemented late 2020
- Roundabout designs are progressing, with De Havilland Drive and Princess Street designs nearly 50% complete. These are scheduled to commence late 2021 subject to designations and obtaining full implementation funding. A single lane approach

is being adopted. Princess Street will require careful management due to being flood prone.

- Some property acquisition will be necessary. This and gaining the consents will have the biggest impact on timelines.
- The necessary steps and documentation are being worked through in order to make a decision and announcement on the speed review.

Cr Duynhoven queried whether the road has actually been designed to accommodate 80km/h or 100km/h speed, as the road was reduced to 80km/h on a temporary basis many years ago. Emma responded that the speed limits will be determined in conjunction with the review and community consultation. The decision will be made by NZTA and is due before the end of 2020.

John Sutton raised the issue of the intersection at SH3 and Egmont Road. It was noted that this was discussed at the recent Taranaki RTC, with consideration being given by NPDC to an alternate parallel road. If constructed it will mean Egmont Rd will be left in, and left out.

**(b) SH3 New Plymouth to Hāwera** – update presented by Emma Speight

- The section of highway between New Plymouth and Egmont has been prioritised for safety improvements.
- Improvements include a rural roundabout at the Mangorei/SH3 intersection, a section of median barrier and intersection speed zones at Junction Street. \$1,970,000.00 has been committed for the designs.
- Speed management will be considered as part of the improvements.

**(c) SH43 The Forgotten World Highway** - update presented by Emma Speight

- \$9.6m from the Provincial Growth Fund has been allocated to sealing the 12km section of road through Tangarakau Gorge, with construction of the first 2km due October 2020.
- \$13.45m allocated from the NZ Upgrade Programme for a range of other improvements

**(d) NZTA Waikato** – update by Cara Lauder

- There is 10.78kms of resealing planned on SH3 north, with a total of almost 51kms planned from New Plymouth to Eight Mile Junction
- There is 5.23kms of rehabilitation planned, with 0.29 km on SH3 north
- There is 0.49km of heavy maintenance programmed on SH3

**(e) NZTA Taranaki** – update by David Perry

- The new NOC (Network Operations Contract) commenced on 1 July and includes an increase of 105kms in network length (from 533kms to 688kms) - see presentation for map and outline detail.
- Key is to maintain communications with the Waikato office.
- Safety and access has been improved with environmental issues a higher priority to be managed proactively.

- The new NOC is very customer focussed with minimum disruption where possible and good communications via radio campaigns, message boards and social media etc.

#### Miscellaneous

- John Sutton requested a record of pavement smoothness through time in order to determine which are the best pavement rehabilitation methods. NZTA noted that they undertake roughness surveys annually between Nov and Dec using laser measuring equipment. They will share the resulting reports with the group.
- Liam Ryan said that weekly meetings have been developed following the delays experienced over Queen's birthday weekend, in order to create content and get messages out to the public
- Erin Rangi-Watt said that from a communications perspective the following should be considered. Information at either end of the corridor approach providing an overview and map, including the peripheral roads; newsletters, media activity, face-to-face meetings and radio campaigns.
- It was mentioned that thus far, the communications out of Taranaki have been exceptional.

#### 5. Updates on incident(s) and improving incident response management

Reference was made to *Attachment II* of the Agenda, *SH3 Operational and Safety Performance Summary (2017-2020) dated 5 August 2020*, which was prepared for the Working Party by Waka Kotahi.

Sgt Pat Duffy provided a verbal update:

- The delays at Awakino Gorge over the Queen's Birthday weekend were horrendous and it is hoped that there is not a repeat of this over the upcoming Labour weekend.
- Speed enforcement continues
- There is no 'Booze Bus' operating due to COVID however the staff have been deployed to assist elsewhere
- Working on saturating the highway with patrol cars in a 'picket fence' approach
- Business as per usual regarding seatbelts and cellphones
- Warnings are captured and available for officers to view during routine stops
- There is currently a drug testing trial happening in NZ but details are unknown.

#### 6. Project List of issues/improvements sought along corridor

Reference was made to *Attachment III* of the Agenda, the *SH3WP Improvements Sought List*, which has been updated by NZTA in August 2020. The Chair invited questions from the members regarding the list. Emma noted that a significant number of the items had already been picked up within other projects. Everything must be in alignment with the GPS (which is safety focused) to ensure funding. The GPS 2021 release is a Cabinet decision, but should be soon.

It was noted that the list will be compiled into one Excel master sheet which will be maintained going forward. The purpose of the list is to help the Working Party to:

- monitor progress on getting issues on the corridor addressed

- focus future advocacy on NZTA work programmes on remaining priority issues.

It was further noted that the long-term aim of the Working Party is essentially to have the corridor up to such a good standard that the group could be disestablished.

## 7. Terms of Reference

Reference was made to *Attachment IV* of the Agenda, which proposed high-level changes to the Terms of Reference which were last updated in 2012. No other suggestions for changes were raised. It was noted that Fiona would liaise with Waikato Regional Council and NZTA to draft changes for consideration at the next meeting.

## 8. Stock truck effluent disposal – incidents and facilities

Waikato – It was advised that the Kaimai site is operational and a second site is underway. No site has been determined for SH3, there are limitations regarding funding but he will come back with a more definitive answer.

Taranaki – It was advised the project has been moved from NPDC and is now being handled by NZTA. The design is complete, the effluent is to be pumped and tanked to another location. Proposals are still underway to address camper effluent.

## 9. Regional Land Transport Plan (RLTP) updates

Brief updates were provided by each region on development of the 2021 RLTPs. The national push out of deadlines by two months means that both regions will now be deferring consultation until early 2021.

Waikato – Cr Vercoe confirmed that rail is now included within the RLTP with passenger rail to commence in February between Hamilton and Auckland. Four carriages have arrived and look good. Currently happy with what the region has got regarding priorities, however it will be dependent on the new Government post-election.

## 10. Correspondance

The correspondence since the last meeting was formally received:

- Email update from Crown Infrastructure on Mobile Black Spot Fund
- Letter sent to NZTA re: Improvements Sought List

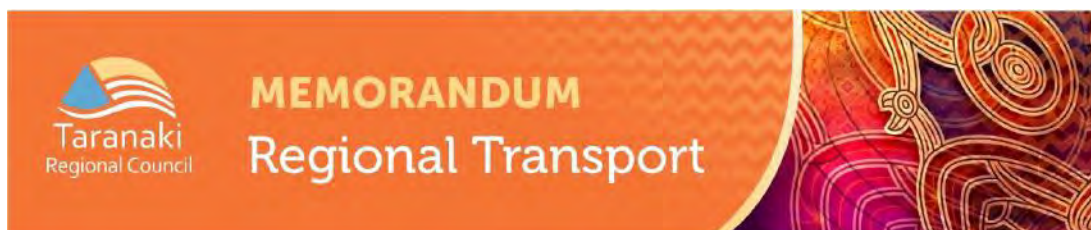
## 11. General business

Cr Vercoe commented that the Zoom meeting option was useful during COVID-19 restrictions, but preferred that meetings were held in person where possible, preferably in Mokau.

## 12. Next meeting

April 2021, preferably in Mokau

Meeting closed at 11.50am



**Date:** 2 December 2020

**Subject:** **RLTP Annual Monitoring Report for 2019/20**

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

**Document:** 2648452

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### **Purpose**

1. The purpose of this memorandum is to update Members on delays in the preparation of the *Regional Land Transport Plan for Taranaki 2015/16-2020/21: Annual Monitoring Report for 2019/20*.

### **Executive summary**

2. The Committee is required to monitor implementation of the current Regional Land Transport Plan (RLTP).
3. A key component of the current monitoring approach for the RLTP is the preparation of a summary report. This report is compiled annually from information provided by the Approved Organisations in the region.
4. The *RLTP Annual Monitoring Report for 2019/20* was due to be presented to the Committee at the 2 December 2020 meeting for consideration and adoption.
5. While officers have commenced the preparation of the report, its completion and consideration by this Committee has necessarily been delayed due to the information not being provided in time by some of the Approved Organisations.
6. Officers understand the necessary information will be supplied so that the report can be completed and brought to the next meeting.

### **Recommendations**

That the Taranaki Regional Council:

- a) receives the memorandum, *RLTP Annual Monitoring Report for 2019/20*
- b) notes that the *Regional Land Transport Plan for Taranaki 2015/16-2020/21: Annual Monitoring Report for 2019/20* will now be brought to the first meeting of the Regional Transport Committee in 2021.



## Background

7. The Committee is required to monitor the implementation of the RLTP. This monitoring is essential in order to provide the Committee with an overview of progress on the planned activities and projects, including how these are implementing the strategic objectives of the RLTP.
8. Accordingly, each year the Council compiles an annual summary report from information provided by the Approved Organisations in the region.
9. As Members are aware, the *RLTP Annual Monitoring Report for 2019/20* was due to be presented to the Committee at the 2 December 2020 meeting. However, despite repeated requests, the requested information was not received by the stipulated timeframes. As a result, a draft report was unable to be prepared in time for consideration by the Regional Transport Advisory Group (RTAG) – and the RTAG meeting scheduled for 11 November 2020 was cancelled as a result of lack of information on this and other key items.

## Discussion

10. Timely and quality responses from contributing organisations is essential for the RTAG to operate effectively and provide the necessary technical guidance to the Committee. A well-functioning RTAG requires that members act as conduits to and from their respective organisations, and take responsibility for ensuring that requested information is collated and provided in the required timeframes.
11. In recent times this has not been the case for all contributing organisations. There has been particular difficulty in receiving timely and quality information from Waka Kotahi. Frequent follow-ups are required with simple acknowledgements/communication often not forthcoming. However, issues in terms of the slow receipt of information is not confined to Waka Kotahi.
12. Waka Kotahi have not provided suitable representation for RTAG on state highway improvement projects.
13. While the regional staff for the Agency are to be applauded for their efforts to 'plug the gaps', they are not adequately supported from the national office and state highway projects are involved.
14. Collating the RLTP Annual Monitoring Reports is an area that acutely highlights these ongoing issues. Similar problems were experienced with the previous Annual Monitoring Report, with notations of 'No update received' appearing throughout the final report.

## Next steps

15. Drafting of the *RLTP Annual Monitoring Report for 2019/20* will be completed based on information received to date, and the draft taken to the RTAG prior to coming to the next Committee meeting in March 2021 for consideration.
16. Changes are being made to the way monitoring reporting and other update processes are undertaken.

### **Decision-making considerations**

17. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

### **Financial considerations—LTP/Annual Plan**

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

### **Policy considerations**

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

### **Iwi considerations**

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

### **Legal considerations**

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



**Date:** 2 December 2020

**Subject:** **Developing the Regional Land Transport Plan 2021**

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

**Document:** 2648259

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### **Purpose**

1. The purpose of this memorandum is to:
  - update the Committee on development of the *Regional Land Transport Plan 2021* including challenges and the planned way forward
  - advise of the release of the final *Government Policy Statement on Land Transport 2021* and Ministry of Transport portfolio changes following the General Election
  - provide the *Waka Kotahi Investment Proposal 2021-31* for which feedback is being sought.

### **Executive summary**

2. The Taranaki Regional Council is required to develop a new *Regional Land Transport Plan* (RLTP) by 30 June 2021. This item provides an update on development of the RLTP, including the release of the final GPS 2021.
3. Development of the RLTP 2021 has been inhibited by delays in provision of information by Waka Kotahi, and access to online systems.
4. Due to Waka Kotahi's delays in providing information key components of the draft RLTP that were envisaged being brought to the meeting are not possible.
5. An additional workshop in February 2021 will be scheduled with the Committee instead, to ensure that the 2021 timeframes for approval and consultation are still able to be met.

### **Recommendations**

That the Taranaki Regional Council:

- a) receives the Memorandum, *Developing the Regional Land Transport Plan 2021* and notes the challenges that have resulted in delays in drafting sections of the Plan
- b) receives and notes for information purposes the update provided on the release of the final *Government Policy Statement on Land Transport 2021*

- c) receives and notes for information purposes the update provided on Ministry of Transport portfolio changes
- d) receives and notes the release of the *Waka Kotahi Investment Proposal 2021-31* including the regional summary for Taranaki
- e) notes that a workshop with the Committee will be scheduled for mid-February 2021 to work through aspects of the draft RLTP in detail prior to the Committee's 3 March 2021 meeting receiving the full draft to approve for public consultation.

### **Background and delays**

6. Development of the RLTP 2021 is a core focus for the Committee and the Regional Transport Advisory Group (RTAG) at present. Progress in the development of a revised RLTP is well underway, with key components of the strategic front end of the RLTP being endorsed at the September meeting, including:
  - a new 30-year vision
  - amendments to the objectives and policies (policy framework)
  - new ten-year headline targets
  - new ten-year transport investment priorities.
7. Unfortunately, progress in the development of the Taranaki RLTP 2021 has stalled due to ongoing challenges with obtaining the necessary information from Waka Kotahi in particular.
8. Continued delays in the availability and quality of information essential to the development of RLTPs have created similar issues around the country. Waka Kotahi's Investment Proposal (and associated spreadsheets) and systems (including Transport Investment Online) have been delayed, inconsistent and are of poor quality. In particular, there is frustration with 'chasing' and analysing incomplete information on state highway activities, which has diverted resources and prevented the strategic front end of the RLTP being in a sufficiently completed state to bring to the Committee.
9. At the Committee's 9 September 2020 meeting it was anticipated that the following aspects of the draft RLTP 2021 would be provided for consideration at the 2 December 2020 meeting:
  - a draft of the strategic front end (Sections 1-5)
  - a draft regional programme of activities (Section 6)
  - a suggested priority ranking of those activities deemed significant – if possible
  - a recommended policy on significant variations.

It was also planned that at the Committee's subsequent meeting in early 2021, Members would be provided with the full draft RLTP 2021 to be approved for public consultation.
10. The Committee will still receive a full draft RLTP 2021 to approve for public consultation at their first formal meeting in the new year, which is scheduled for 3 March 2021. However, officers suggest a separate workshop with the Committee be scheduled for mid-February 2021 to work through aspects of that draft in detail.

## Release of the final Government Policy Statement on Land Transport 2021

11. The Government released the final *Government Policy Statement on Land Transport 2021/22 – 2030/31* (GPS 2021) on 17 September 2020. This follows on from public consultation on a draft of the GPS earlier in the year.
12. The GPS outlines the Government’s strategy that guides land transport investment over the next decade. It guides how the National Land Transport Fund (NLTF) should be spent by specifying funding ranges across different types of transport spend (referred to as “activity classes”).
13. The final 2021 GPS Activity Classes and their funding bands are provided in the *GPS 2021 At A Glance* document appended to this Memorandum. Also appended is a graphic summary of the *Strategic Priorities – outcomes and benefit*.
14. Overall, compared to the previous 2018 GPS, the final 2021 GPS features a significant reduction in funding for state highway and local road improvements, and a significant increase in funding for Road to Zero safety activities (including smaller scale safety infrastructure improvements on state highways and local roads), public transport services and public transport infrastructure. This is consistent with the current Government’s philosophy of ‘moving people’ and ‘mode neutrality’ rather than ‘moving cars’. Another key shift in the new final GPS is that rail infrastructure is now eligible for funding from the NLTF.
15. The strategic priorities of Climate Change and Safety have been updated to reflect policy work that has taken place since GPS 2018 was published, such as the development of *Road to Zero*. Access has been separated into Better Travel Options and Improving Freight Connections. Value for money is expressed as a principle that applies to all investments, rather than a strategic priority that could change as Government changes.



## Comparison of Draft 2021 GPS to Final 2021 GPS

16. Overall the final 2021 GPS has not changed significantly from the draft 2021 GPS. Overall observations include:
  - There is a new Foreword from the then Minister of Transport, Hon Phil Twyford.
  - The final GPS keeps the same four strategic priorities (better travel options, climate change, safety and improving freight connections).
  - Section 2.6 on Indicators has been reformatted and 31 KPIs specifically numbered with approximately nine new indicators brought in.
  - The final GPS keeps the three principles for investing (Section 3.2) being Alignment to Strategic direction, effectiveness and efficiency.
  - The overall NLTP annual funding quantum for years 2021 to 2027 has remained the same as the draft GPS (Section 3.3).
  - The main difference between the draft and final GPS is small changes to some of the activity class funding ranges:
    - Increased funding for State Highway maintenance (\$100 million)
    - Increased funding for walking and cycling infrastructure (\$35 million)

- Increased funding for investment management (\$5 million)
  - Increased funding for rail network (\$50 million)
  - Decreased funding for State Highway improvements (\$200 million off the lower end of the band)
  - The eleven activity classes have remained the same as the draft GPS (Section 3.4).
  - There has been additional financial information inserted in the section under Crown funding for Land Transport (Section 3.6) outlining other committed land transport Crown funding. There is also a new diagram inserted showing the relationship between GPS and other Crown funded investment.
  - There has been some new text inserted into the Statement of Ministerial Expectations (Section 3.7) under Waka Kotahi having a greater role in long term integrated planning (inserts reference to mezzanine strategies), and under Waka Kotahi working closely with KiwiRail, the Ministry of Transport and others to develop the Rail Network Investment Proposal (RNIP) and implementing the new planning and funding framework for rail.
  - No apparent changes in the appendices.
17. GPS 2021 and supporting information are available online at the Ministry of Transport website at <http://www.transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport-2021/>.

### **New Minister of Transport**

18. Changes to ministerial portfolios following the General Election in September 2020, included the Transport portfolio. The new Minister of Transport, Hon Michael Wood, has a large portfolio given that it includes maritime and aviation; especially given that he has no Associate Ministers, whereas the former Minister of Transport, Phil Twyford, had two Associate Ministers in Julie-Anne Genter and Shane Jones. Associate Minister Genter was particularly active in the Road Safety space.
19. The new Minister has made no changes to the *Government Policy Statement on Land Transport 2021* (GPS 2021), with the Ministry noting that the direction of travel is the same as previously signalled and that this Government is focused on delivery of current commitments.
20. It is also worth noting that the Hon Grant Robertson is now Minister of Infrastructure; a position formerly held by Shane Jones.

### **Release of the Waka Kotahi Investment Proposal 2021-31**

21. Attached for Members' information is an email from Emma Speight, dated 1 November 2020, advising of the release of the *Waka Kotahi Investment Proposal 2021-31*. The full document and FAQs are available at <https://nzta.govt.nz/planning-and-investment/national-land-transport-programme/waka-kotahi-investment-proposal-2021-31>. Appended for ease of reference is the Regional Summary for Taranaki, which is pages 91-99 of the *Waka Kotahi Investment Proposal 2021-31*.
22. The Committee will note that Waka Kotahi are seeking feedback on their proposal. Unfortunately, that request is challenging as the associated state highways information that has been provided in various spreadsheets by the Agency has been inconsistent with that provided in the document, and largely incomplete. Various updated

spreadsheet iterations have been received, but there are still significant gaps in required information, such as project descriptions and timeframes. This has been an issue throughout the country, and is still being worked through by Waka Kotahi's national and regional offices.

23. Similarly to the issues outlined earlier in the Agenda regarding difficulty in getting information for the RLTP Annual Monitoring Report, this situation again highlights that Taranaki needs, but does not have, an assigned regional Waka Kotahi representative who is responsible for being a conduit for the RTAG on state highway activities.
24. Compounding the above issues of Waka Kotahi's proposed inputs into the RLTP programme, has been the unavailability of the Agency's Transport Investment Online (TIO) system generally. Usually, all Approved Organisations submit their draft Transport Programmes to Waka Kotahi through the TIO system. Regional authorities then extract collated regional summaries in spreadsheet form from TIO, which are used as the basis for compiling the draft Programme Tables for discussion. TIO is still not available, and the attempts by national office to provide regional summaries have been largely unsuccessful.
25. Officers welcome Members' feedback on the *Waka Kotahi Investment Proposal 2021-31* as appended, and regret that they are not able to provide the more detailed programme information hoped.

### **Decision-making considerations**

26. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

### **Financial considerations—LTP/Annual Plan**

27. 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**

28. 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**

29. 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.

**Legal considerations**

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

**Appendices/Attachments**

Document 2647382: Final GPS 2021 At a Glance – Sep2020 (A3)

Document 2647383: Final GPS 2021 Strategic Priorities – outcomes and benefits

Document 2651836: Release of the Waka Kotahi Investment Proposal 2021-31

Document 2651847: Waka Kotahi Investment Proposal 2021-31 - Taranaki regional summary



# GPS ON LAND TRANSPORT

## The role of the Ministry

The Ministry of Transport is the government's system lead on transport. The Ministry advises on the total set of transport interventions and levers including investment, regulation and others.

As system stewards, we work to consider the long-term outcomes for the entire transport system. These outcomes are described in the Transport Outcomes Framework, which applies the Living Standards Framework to the transport system. This framework makes it clear what government is aiming to achieve through the transport system.

### TRANSPORT OUTCOMES FRAMEWORK



The Ministry supports the Minister of Transport to produce a Government Policy Statement on land transport (GPS). The GPS details how Government expects the National Land Transport Fund (the NLTF) to contribute to a well-functioning land transport system over 10 years.

The Ministry leads advice on investments that have implications for the Fund beyond 10 years and transport investments (including land transport investments) that are funded outside the GPS and the NLTF.

As part of the wider government commitment to the Māori-Crown relationship, the Ministry has a responsibility to engage with Māori and consider Māori outcomes.

## Developing the GPS

The GPS sets out the Government's priorities for expenditure from the NLTF. The GPS is developed by the Ministry of Transport on behalf of the Minister before public engagement begins.



## How does it work?

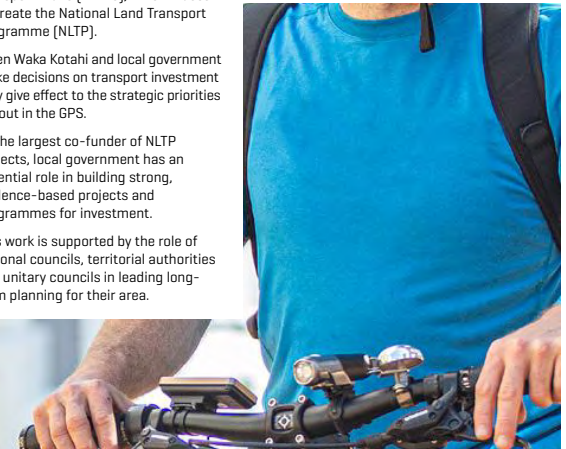
The GPS is reviewed every three years and guides investment in transport by providing a 10 year outlook of how spending is prioritised in the transport network.

Guided by the GPS strategic priorities, Waka Kotahi supports local government to create quality Regional Land Transport Plans (RLTPs), which it uses to create the National Land Transport Programme (NLTP).

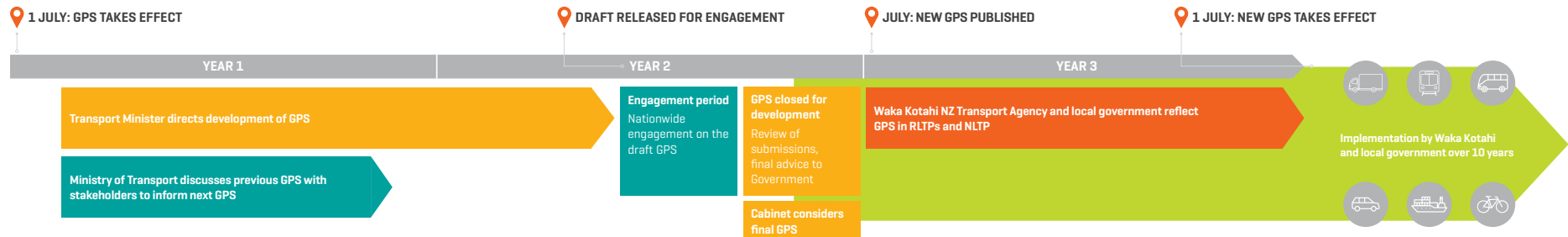
When Waka Kotahi and local government make decisions on transport investment they give effect to the strategic priorities set out in the GPS.

As the largest co-funder of NLTP projects, local government has an essential role in building strong, evidence-based projects and programmes for investment.

This work is supported by the role of regional councils, territorial authorities and unitary councils in leading long-term planning for their area.



## GPS Timeline



# GPS 2021 AT A GLANCE



## What are the strategic priorities?

The Government Policy Statement on land transport 2021 builds on the direction set in GPS 2018 and continues the Government's commitment to safety within the transport system. The Policy Statement also prioritises better travel options in our towns and cities, and supports investments for improving freight connectivity through rail and coastal shipping. By including Climate Change as a strategic priority, the GPS highlights the Government's commitment to reducing greenhouse gas emissions in the transport system.



## SUPPORTING REGIONS

### Road to Zero

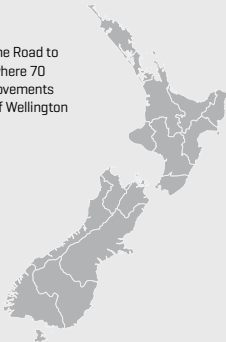
Implementing the Road to Zero strategy (where 70 percent of improvements will be outside of Wellington and Auckland).

### Freight network

Improving the freight network for primary producers to markets.

### Maintaining the network

Sufficient funding to maintain networks to the condition required to ensure a safe, resilient and accessible network.



## Investment in land transport

### Activity Class Updates



Road to Zero brings the safety related activity classes together to invest for a 40% reduction in road deaths and serious injuries.



Public Transport has been split into services and infrastructure activity classes. This includes completing transitional Metro rail projects.



The Coastal Shipping activity class will support New Zealand coastal shipping to operate on a level playing field with other freight operators.



The Rail Network activity class will be used to implement the Rail Plan by providing funding to KiwiRail to maintain and renew the national rail network.

### ACTIVITY CLASS FUNDING RANGES

Activity class	Expenditure reporting line	GPS 2021 funding ranges						Forecast funding ranges				
		2021/22 \$m	2022/23 \$m	2023/24 \$m	2024/25 \$m	2025/26 \$m	2026/27 \$m	2027/28 \$m	2028/29 \$m	2029/30 \$m	2030/31 \$m	
Road to Zero	Safety infrastructure											
	Road policing	Upper	910	940	980	1000	1040	1070	1080	1110	1140	1170
	Automated enforcement	Lower	820	840	870	900	930	960	970	1000	1020	1050
	Road safety promotion											
Public Transport Services	Service operation	Upper	600	630	700	820	900	920	950	970	1000	1030
	Service improvement	Lower	390	410	420	430	440	450	470	480	490	510
Public Transport Infrastructure	Existing	Upper	770	650	660	780	830	850	810	810	850	870
	New	Lower	450	450	370	340	340	350	350	350	370	380
Walking and Cycling Improvements	Walking and cycling	Upper	180	175	195	115	115	115	120	120	120	120
		Lower	95	90	105	75	75	75	80	80	80	80
Local Road Improvements	Existing	Upper	300	250	260	260	130	130	140	140	140	150
	New	Lower	100	100	100	110	50	50	50	60	60	60
State Highway Improvements	Existing	Upper	1250	1000	1000	950	900	800	650	550	450	450
	New	Lower	800	800	800	750	700	600	450	350	350	300
State Highway Maintenance	Operate											
	Maintain	Upper	960	980	1000	1020	1040	1060	1080	1110	1150	1190
	Renew	Lower	740	750	770	800	830	870	910	950	980	1020
	Emergency											
Local Road Maintenance	Operate											
	Maintain	Upper	760	780	800	820	840	860	880	900	930	950
	Renew	Lower	650	670	680	700	720	730	750	770	790	810
	Emergency											
Investment Management	Planning	Upper	85	90	95	95	95	95	95	95	100	100
	Sector research	Lower	70	75	75	75	80	80	80	85	85	85
	Management											
Coastal Shipping	Coastal shipping	Upper	15	15	15	0	0	0	0	0	0	0
		Lower	10	10	10	0	0	0	0	0	0	0
Rail Network	Rail network	Upper	170	170	170	170	170	170	170	170	170	170
		Lower	120	120	120	120	120	120	120	120	120	120

## Government Commitments

GPS 2021 identifies four Government Commitments that will be delivered through the NLTP across total investment in activities. The four priority programmes are:

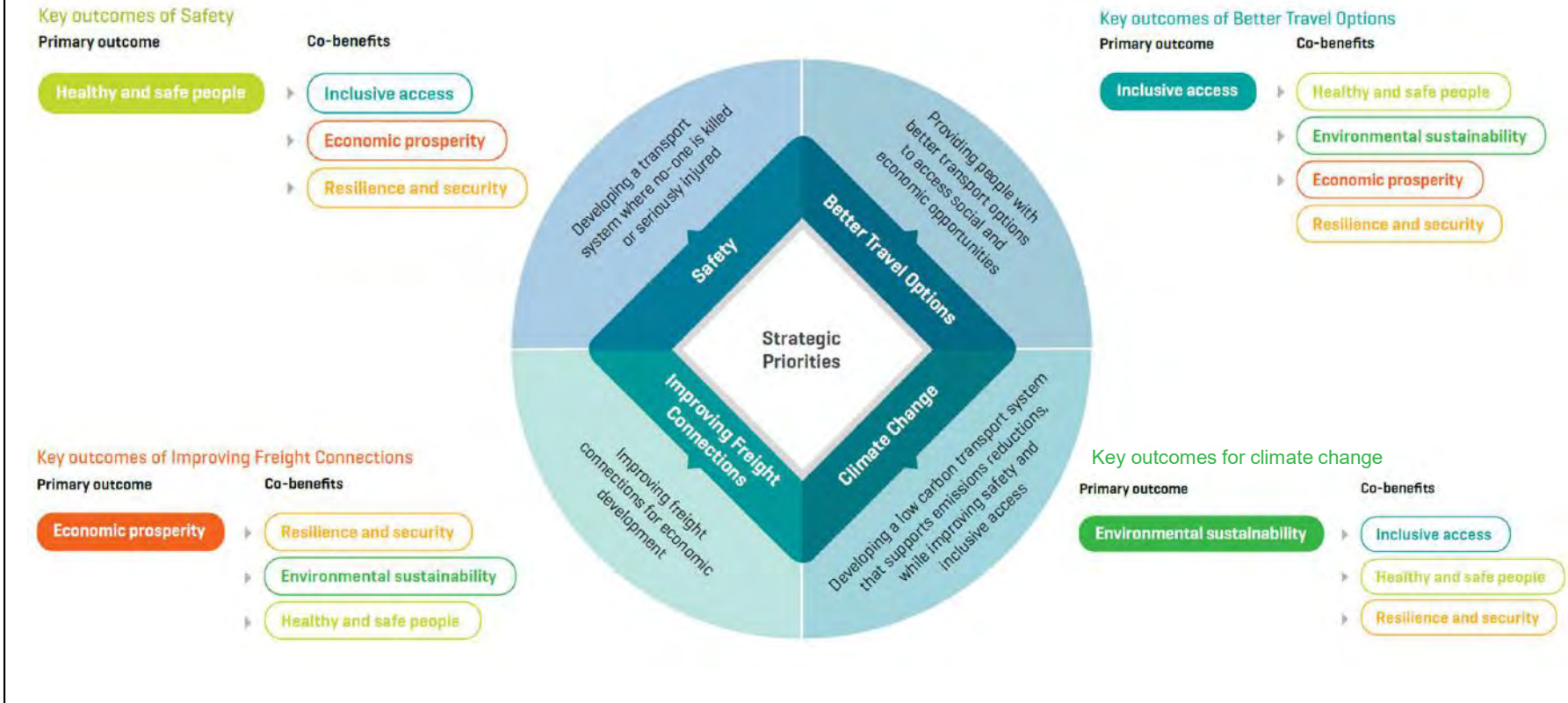
- Auckland Transport Alignment Project (ATAP)
- Let's Get Wellington Moving (LGWM)
- Road to Zero (around 70 percent of improvements will be outside of Wellington and Auckland)
- Implementing the New Zealand Rail Plan.

## INVESTMENT PRINCIPLES

The strategic priorities of GPS 2021 are supported by guiding principles that underpin how investments should be made:

- decisions need to be transparent
- decisions need to represent value for money
- decisions need to make the most of our existing system but use planning and lead investment (where necessary) to build a better future
- use innovation.

# Strategic Priorities– outcomes and benefits



## Liesl Davidson

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**From:** Emma Speight <Emma.Speight@nzta.govt.nz>  
**Sent:** Sunday, 1 November 2020 9:28 PM  
**To:** Matthew McDonald  
**Cc:** Mike Nield; Fiona Ritson  
**Subject:** Release of the Waka Kotahi Investment Proposal 2021-31

Kia ora Matthew

We're pleased to share with you the Waka Kotahi Investment Proposal for 2021-31. It outlines our investment approach for state highway maintenance and improvements, and non-state highway activities, such as national road safety education and advertising, and the national ticketing system.

When developing the Waka Kotahi Investment Proposal, we focused on the strategic priorities and direction from the GPS 2021, to ensure our proposed activities will give effect to the GPS outcomes.

You can find the document on our website [here](#). The supporting state highway activity management plan will also be available from the same section of our website in the next few weeks.

We ask that the Regional Transport Committee (RTC) considers including the proposed state highway activities set out in the Regional Summary section of the document in the Regional Land Transport Plan for Taranaki.

Please provide any feedback you have on the Waka Kotahi Investment Proposal to myself or your Lead Strategic Planner before Friday, 27 November 2020. We will aim to respond to suggestions we receive from you in time to help inform the public consultation for your RLTP.

In the next few weeks, we're also going to be asking for feedback on the non-state highway activities included in the Waka Kotahi Investment Proposal. These proposed activities are expected to be funded from a range of GPS activity classes and there are some that Waka Kotahi is already committed to, and some activities that could be included. We want to seek your views on what activities you think should be a priority for funding.

More than ever, we need to be sure our investment decisions deliver the best outcomes possible for our partners and for New Zealand. We're committed to keep working with you to improve the lives of all New Zealanders by providing a safer, more accessible, more sustainable land transport system, across all modes.

Ngā mihi nui

Emma

**Emma Speight** / Director Regional Relationships, Lower North Island  
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Waka Kotahi NZ Transport Agency

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# TARANAKI

Taranaki's economic reliance on freight intensive sectors, together with its relative isolation from major domestic markets and urban centres, means the region relies heavily on transport connections with the rest of the North Island for its economic and social wellbeing.

Over the coming NLTP period, our primary focus will be on completing major investments currently underway, and maintaining current levels of service on the state highway network. In addition, we are proposing to target Waka Kotahi-led activities towards:

- **Improving safety** on our roads which has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020-2030*. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes. Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We will work with our safety partners in Taranaki to engage and deliver the Road to Zero Infrastructure and Speed Management Programme and ensure an integrated approach across state highways and local roads across this region.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school. Safety cameras play a critical role in preventing dangerous driving that puts people's lives at risk. We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads.

We will continue to work in partnership with key agencies including NZ Police, to deliver regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use.

- **Improving freight connections** by improving the resilience and safety of key inter-regional freight routes, including completion of the Mount Messenger Bypass on SH3 and targeted safety improvements proposed as part of the Road to Zero Infrastructure and Speed Management Programme.
- **Providing better travel options and responding to climate change** by working with our local government partners to improve transport choices, particularly in the high growth area of New Plymouth and supporting the region's aspiration to transition to a low emissions economy.

## **IMPACT OF COVID-19**

We do not expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19, given the relative resilience of the Taranaki economy. The 10-year outlook remains largely unchanged. However, maintaining safe and reliable connections north and south remain important to supporting the region's recovery.

## **CONTEXT TO OUR PROPOSED INVESTMENT**

### **Improving safety**

While Taranaki has relatively low levels of total death and serious injury crashes compared to other regions, the location of the crashes indicates increased risk on the networks in and around New Plymouth and Hāwera, on SH3 between these two centres, and high-risk rural roads. Addressing these safety risks will be a key focus for our activities in the 2021-24 NLTP period.

Through our Road to Zero Infrastructure and Speed Management Programme, we are focused on delivering infrastructure improvements and speed management through targeted investment on Taranaki's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Within the Taranaki region over the next three years we are looking to invest \$23m to make 61km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by just over 2%.

### **Better freight connections**

Taranaki relies on a safe and reliable SH3 connection north to Waikato, and the road and rail connections southeast to Manawatū-Whanganui to enable the efficient movement of freight to and from the region. Investing in the maintenance and operation of the existing state highway network, to ensure key freight routes remain open and are reliable, will continue to be the primary focus.

We expect to complete the SH3 Mount Messenger Bypass, which will provide a safer and more reliable connection for freight moving between New Plymouth and upper North Island markets. In addition, we will seek to implement any recommended low-cost-low-risk activities on the state highway network that improves safety and freight efficiency.

These initiatives will complement investment in SH43, the Forgotten World Highway, as part of the government's Provincial Growth Fund. The SH43 upgrades include safety improvements and passing opportunities, which will help improve freight connections.

### Better travel options

Taranaki is heavily reliant on private vehicles to move people around the region. Ensuring there are suitable safe alternatives to the private car, particularly in the growing urban centre of New Plymouth, will be essential if communities and businesses are to thrive and the wider region is to transition to a low emissions economy.

During 2021-24, we will continue to work with partners to improve network optimisation plans that help to improve the utilisation of all transport networks and travel modes and improve customer travel choices. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means.

Over the next three years we expect to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices that will be applied to the Taranaki region, particularly New Plymouth, to support our partners in their efforts to drive mode shift. This includes supporting trials of street changes to encourage mode shift, that can be adapted quickly and implemented at low cost.

These initiatives will complement other mode shift activities currently being implemented as part of New Plymouth District Council's 'Let's Go' programme, together with ongoing multi-agency investigations to better integrate land use and transport planning and provide for future growth in New Plymouth via the 'Keep New Plymouth Moving and Growing' business case.

### Climate change

Vehicle emissions are a significant contributor to climate change - the impacts of which have a significant impact on the transport system. We have a dual responsibility to influence the reduction of vehicle emissions and improve the resilience of the transport network to climate change.

Through the Keep New Plymouth Moving and Growing business case, we will continue to work with local investment partners to develop a balanced transport system to serve the city's growing needs and reduce its reliance on private vehicles.

While there will not be any significant investment within the next NLTP period, this business case work marks a milestone in setting out a clear plan for the future of the transport system in New Plymouth, including increasing the availability of lower emission transport choices. We will also continue to engage with the 'H2 Taranaki' Hydrogen Ecosystem Development Centre in its role as land transport regulator, helping guide development of zero emission transport solutions.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified a total of 18 major risks within the Taranaki area. These relate predominantly to rockfall, landslip, erosion and flooding, primarily along SH3. All of the risks are rated major in the short term, but the majority are expected to come under increased pressure from storm intensity combined with relatively unstable terrain.

We are proposing to invest in low cost, low risk activities across the region, as well as delivering to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

### **WORKING TOGETHER**

We recognise the potential for growth in and around New Plymouth to support a safe and thriving city, with better travel options (access to public transport, walking and cycling options).

We will continue to work with key partners including New Plymouth District Council and Taranaki Regional Council to ensure land use development and the transport networks in and around New Plymouth are well integrated and provide people with safe and appropriate travel choices.

We will work with partners to complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and customer travel choices. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means.





Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

**TABLE 1**

**Our strategic responses to GPS priorities in the Taranaki region**

<b>ID</b>	<b>STRATEGIC RESPONSE</b>	<b>PRIMARY GPS PRIORITY</b>	<b>DELIVERY PATHWAY</b>
TS1	Continue to operate reliable state highway freight connections from New Plymouth to Hamilton and Palmerston North	IFC	Regional maintenance, operations and Renewals
TS2	Reduce drug/alcohol impairment, increase seat belt use and reduce speeding through road policing and behaviour change activities	Safety	Assessed through NLTP process
TS3	Develop and implement mode shift activities around key activity centres in New Plymouth, in particular continue to improve active mode network connections and public transport (including on-demand) networks	BTO	Assessed through NLTP process
TS4	Road to Zero Infrastructure and Speed Management Programme	Safety	Assessed through NLTP process
	Government's support for regional economic development: <ul style="list-style-type: none"> <li>• SH43 Beaconsfield Road Bridge improvement</li> <li>• SH43 Passing Opportunities and Wayfinding</li> <li>• SH43 Manawawiri Stream Culvert improvements</li> <li>• SH43 Pohokura Stream Culvert improvements</li> <li>• SH43 Forgotten World Highway</li> <li>• SH3 Mt Messenger bypass</li> <li>• SH43 sealing Tangariakau Gorge</li> </ul>	All	New Zealand Upgrade Programme  Provincial Growth Fund



TABLE 2

## Proposed state highway programme for Taranaki region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
<b>Committed state highway improvement activities*</b>								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
1	Normanby Overbridge replacement	SHI	NLTF	BTO	PTY, IMP			\$
2	SH3 Vickers Road to City upgrade	SHI	NLTF	BTO	IMP			\$
-	Programme business case development	SHI	NLTF	All		INV	INV	\$

\* Commitments made under the 2018 GPS, contributions as shown.

**Proposed Road to Zero capital state highway safety activities (greater than \$2m per activity)**

-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH3/3A Waitara to Bell Block	R2Z	NLTF	Safety	IMP			\$\$
2	SH3 and Mangati Road intersection	R2Z	NLTF	Safety	IMP			\$
3	SH3 Egmont Road to Ngahere Street	R2Z	NLTF	Safety	IMP			\$
4	SH3 Egmont Road to Flint Road	R2Z	NLTF	Safety		IMP		\$
5	SH3 and SH3A intersection	R2Z	NLTF	Safety	IMP			\$
6	SH3 Devon and Corbett Road intersection	R2Z	NLTF	Safety	IMP			\$
7	SH3 Main North Road and Princess Street intersection	R2Z	NLTF	Safety	IMP			\$
8	SH45 Hurford Road to Barrett Road	R2Z	NLTF	Safety	IMP			\$

**Proposed investment management activities**

-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$
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REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
<b>Committed non-NLTF funded activities</b>								
1	SH43 Beaconsfield Road Bridge improvement Kahouri Stream	-	Regional	BTO	IMP			\$
2	SH43 Passing Opportunities and Wayfinding	-	Regional	Safety	IMP			\$
3	SH43 Manawawiri Stream Culvert improvements	-	Regional	BTO	IMP			\$
4	SH43 Pohokura Stream Culvert improvements	-	Regional	BTO	IMP			\$
5	SH43 Forgotten World Highway safety improvements	-	Regional	BTO	PRE, IMP			\$
6	SH43 Moki Tunnel	-	PGF	BTO	IMP			\$
7	SH3 Mt Messenger bypass	-	PGF	BTO	PTY, IMP	IMP		\$\$\$
8	SH43 sealing Tangariakau Gorge	-	Regional	BTO	IMP			\$



**Date:** 2 December 2020

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

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

**Document:** 2650344

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### **Purpose**

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

### **Recommendations**

That the Taranaki Regional Council:

- a) receives with thanks the presentation provided by waka Kotahi New Zealand Transport Agency.

### **Decision-making considerations**

2. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

### **Financial considerations—LTP/Annual Plan**

3. 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**

4. 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**

5. 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.

**Legal considerations**

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

**Appendices/Attachments**

Document 2650367: Presentation Waka Kotahi update to Regional Transport December 2020

# Regional Transport Committee

Taranaki  
2 December 2020



New Zealand Government



## 2021-24 National Land Transport Programme development

- We're currently moderating, assessing and prioritising continuous programmes.
- We've received initial submissions for improvements activities - moderation will start in February 2021.
- There will be significant demand for available funding across all activity classes.



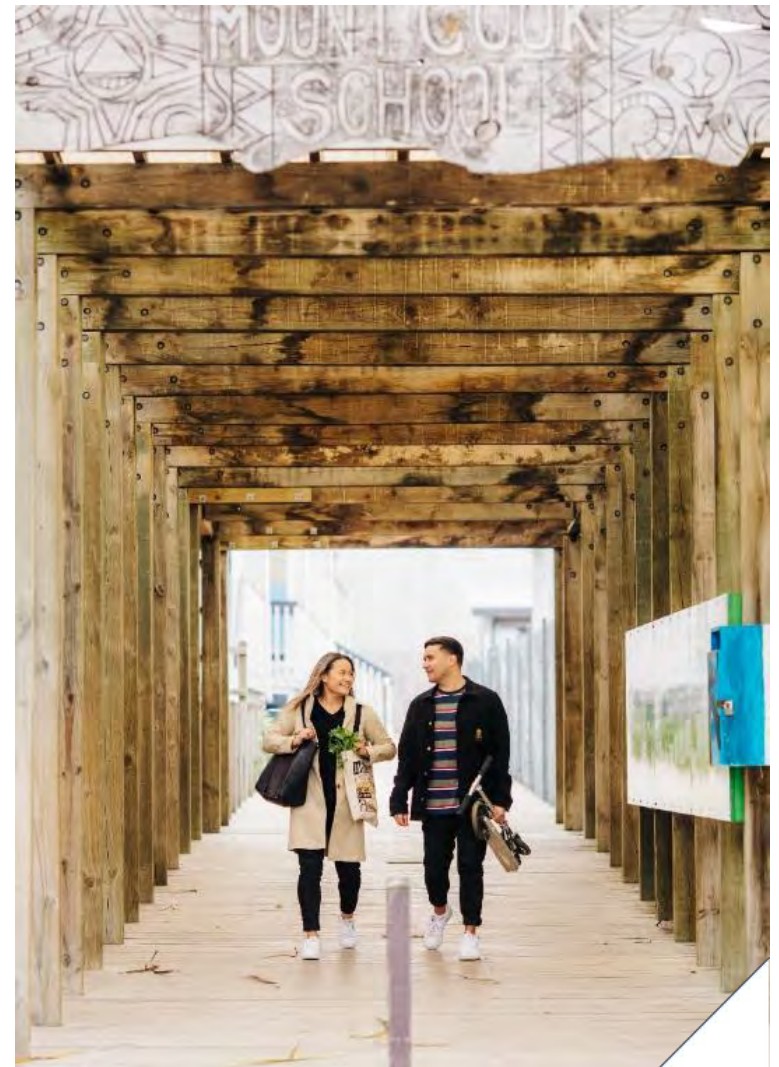
# Waka Kotahi Investment Proposal

- The Waka Kotahi Investment Proposal is now available – it sets out our proposed investment activities for inclusion in the 2021-24 National Land Transport Programme (NLTP).
- In line with the GPS 2021, we have focused our investment planning on meeting existing commitments, maintaining core service levels and then looking for ways to improve safety.
- We're asking for your informal feedback by 27 November, via DRRs or LSPs.



## Draft Investment Prioritisation Method (IPM)

- Consultation on the draft Investment Prioritisation Method (the draft IPM) for the 2021-24 National Land Transport Programme (NLTP) has now closed.
- We expect to have the final IPM released by mid-December 2020.
- The IPM will replace the Investment Assessment Framework.
- It was developed in response to GPS 2021 and will be used to prioritise activities in the 2021-24 NLTP.



## Proposed non-state highway activities

- We deliver a range of non-state highway activities as part of the National Land Transport Programme (NLTP). The proposed activities are included in the Waka Kotahi Investment Proposal.
- We have identified the activities that we propose for inclusion in the 2021-24 NLTP and welcome your feedback on what activities we should focus on.
- We have more information available on our [website](#).



# Arataki V2 – COVID-19 employer modelling

The employment modelling used to inform Arataki V2 is now available to use as a tool at a regional and district level



Useful for RLTPs, demand assumptions on key corridors, spatial planning and supporting vulnerable communities

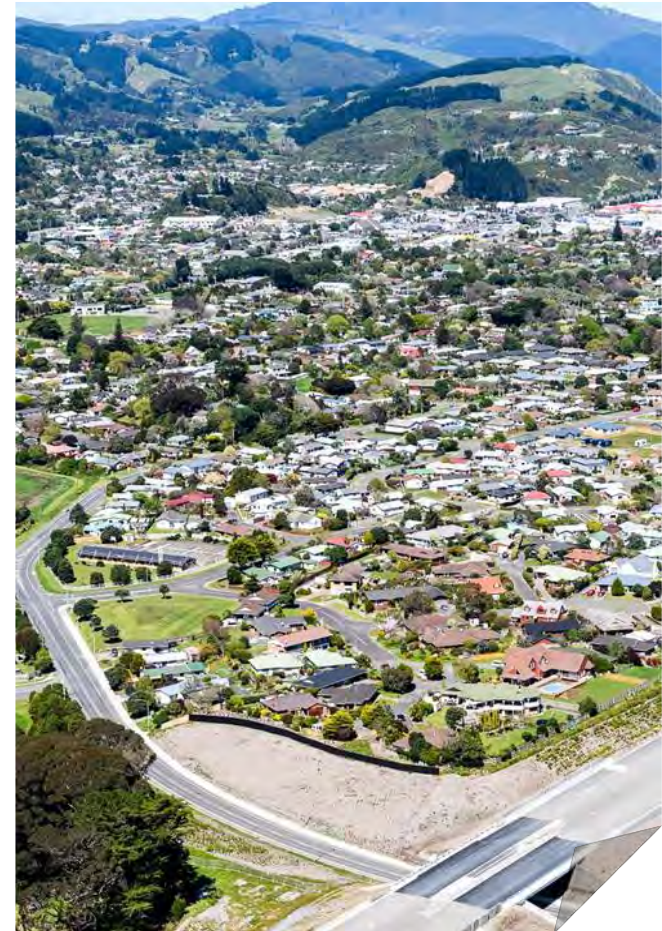


Arataki V2 provides easier access to data and information to help with RLTP development and other planning for the next decade



## 30-Year Plan (Version 1)

- We're currently working on a 30-Year Plan – it will describe what the land transport system needs to look like to support people's well-being and liveability in New Zealand in 2050.
- It will set out a three-decade plan of what we need to accomplish.
- Version 1 is expected to be released for engagement in July 2021.



# Innovating Streets for People pilot fund

Creating people-friendly spaces through tactical urbanism

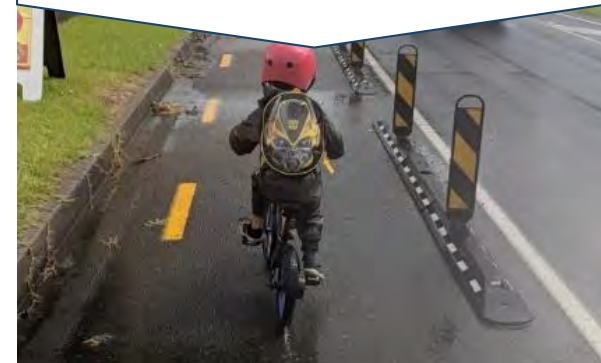
**Innovating Streets for People pilot fund closed  
(About \$24m allocated at 90% FAR)**



**For temporary projects with a pathway to permanence - co-designed with communities**



**71 projects that will make our streets more people-friendly by June 2021**



## Accessible Streets Consultation

- Public Consultation on the Accessible Streets proposal closed on 20 May 2020.
- Post-consultation analysis has been extended - decisions on the Accessible Streets proposals will be made post-election.
- We're currently finalising the summary of submissions report and have recently started work on a disability impact assessment.
- The submissions report and impact assessment will be used to inform recommendations to the incoming Minister and next steps for the Accessible Streets package.





## Asset Management Data Standard (AMDS)

- The AMDS is a joint programme with the Road Efficiency Group (REG).
- The standard is being released in four versions to socialise the different types of assets for review and feedback from the sector.
- Version one was released in July with version two released on 30 October.
- Implementation is due to be complete in July 2021.



## Update on speed management changes

- Part of the Tackling Unsafe Speeds programme is establishing a new regulatory framework for speed management.
- The Ministry of Transport released information on how we propose this will work earlier this year, and the Rule is being drafted.
- We are updating our guidance on speed management and school safety to reflect Road to Zero and will be seeking feedback once the new Rule is signed.



# Aotearoa Urban Street Guide

- We're developing an Urban Street Guide.
- The guide is one of the Road to Zero actions and will set out an understanding of urban streets in New Zealand and support existing best practice design.
- It will bring together updates to the cycling network guide, pedestrian planning guide and public transport design guidelines to create a suite of technical guidance in the urban mobility space.



# Regional road safety dashboards

- We're launching our new regional road safety dashboard prototype.
- It will enable you to interactively understand how your road transport system is performing on road safety issues.
- This is part of a broader refresh of tools, guidance and resources under Road to Zero.
- We welcome any feedback you may have.

Speed						
Q	DSI resulting from Rural head-on	DSI resulting from Rural run off-road	DSI from crashes at Urban intersections	DSI on roads with a SAAS lower than posted	DSI on roads in the top 10% for speed management	DSI on roads with IRR of medium or higher
	51	65	9	104	38	116
	31	57	128	178	59	331
	99	144	61	201	71	210
	51	62	31	100	40	101
	4	22	2	22	7	32
	10	34	13	42	15	48
	13	32	15	62	14	63
	32	58	32	99	38	99
	7	20	37	66	26	96
	12	22	14	33	13	39
	2	16	2	16	1	15
	37	72	97	140	51	195
	8	51	30	78	17	91
	13	31	17	51	17	49
	<b>370</b>	<b>686</b>	<b>488</b>	<b>1192</b>	<b>407</b>	<b>1485</b>

# Taranaki Road Deaths 2019

A Safe System Summary of annual road deaths 2019 - Taranaki



Last loaded on 18/11/2019

## People

Region

**15** DEATHS

- 6 Light vehicle drivers (25+)
- 4 Young drivers
- 2 Passengers
- 2 Motorcyclists
- 1 Pedestrians
- 1 Heavy vehicle drivers
- 0 Cyclists

Aged 18 to 80 years old

**\$193** SOCIAL COST OF DSI (\$M)

## Roads & roadside

**67%** died on roads with a medium or higher IRR

**87%** died on roads in areas defined as rural

**4** died on head-on crashes

**8** death involved roadside objects

**0** died at urban intersections

**5** died in rural run-off-road crashes

## Speed

**10** died on roads with a speed limit set higher than the SAAS

**6** died on roads in the top 10% requiring speed management

## Vehicles

**36%** died in 1-star or 2-star light vehicles

**3** died in crashes involving a truck

**2** died in crashes involving motorcycles

**4** died not wearing a seatbelt

\*Numbers are preliminary, based on the notification received during the month. May vary from MoT figures.

# Taranaki- Regional Updates

December 2020



## SH43 Projects (The Forgotten World Highway)

### Approved funding

- **\$9.6m** from the Provincial Growth Fund for sealing the 12km section of unsealed road through Tangarakau Gorge
- **\$13.45m** from the regional package of the NZ Upgrade Programme for the remainder of the improvements set out in the business case plus two culvert replacements



## SH43 Project Updates

Project	Construction	Status	Update
Passing and wayfinding opportunities	Late 2020-late 2021	Amber	<ul style="list-style-type: none"> <li>Engagement with key stakeholders including local councils, Venture Taranaki and iwi is ongoing</li> <li>Beca appointed as the professional services consultant for engineering design</li> </ul>
Moki Tunnel improvements	2021	Green	<ul style="list-style-type: none"> <li>Traffic signs to be installed</li> </ul>
Preventative maintenance strategy	Ongoing	Green	<ul style="list-style-type: none"> <li>Draft report for review completed</li> </ul>
Kahouri Stream Bridge replacement	2021-2023	Green	<ul style="list-style-type: none"> <li>Bridge structural report being developed</li> <li>Geotechnical investigations completed</li> <li>Hydrological assessment underway</li> </ul>
Manawawiri Stream culvert replacement (bridge)	Late 2020-Early 2021	Green	<ul style="list-style-type: none"> <li>Procurement of contractor underway</li> </ul>
Pohokura Stream culvert replacement (bridge)	July 2020-October 2020	Amber	<ul style="list-style-type: none"> <li>Delivery behind schedule as a result of RMA conditions</li> <li>One lane of the bridge is now operational</li> </ul>
Safety improvements	Dec 2020-Dec 2023	Green	<ul style="list-style-type: none"> <li>Safety improvements sites under review</li> <li>Installation of signage and line markings will start at the end of the year</li> <li>Safety site construction procurement scheduled for Q2 2021</li> </ul>



## Pohokura Culvert Bridge

- Work that began in August to reinstate the road to two lanes at Pohokura by building a bridge over a damaged culvert, is on track to be completed early 2021.
- One lane of the new bridge is operational, and the temporary Bailey Bridge has been removed.



## Sealing the Tangarakau Gorge

- Construction of first 2km began in October
- Site visits with iwi have been carried out and a successful community drop-in session was held in Whangamomona in July
- Design of the remaining 10km is underway



# Taranaki Regional Update

Activity	2020 / 21	Key date(s)	Progress	Commentary
State highway maintenance, operations and renewals	\$18m (includes former WWSNOC 105km)	01/07/2020 (TNOC20 start date)	0%	<ul style="list-style-type: none"> <li>2020/21 year is the first year of the Taranaki NOC 2020 contract and the final year of the 2018-21 NLTP funding period.</li> <li>2020/21-year programme (lane km):                             <ul style="list-style-type: none"> <li>Reseals: 42-44km (0% complete - season has not started)</li> <li>SCRIM: 9.8km (0% complete – season has not started)</li> <li>Rehabs &amp; SACs: 3.2km (10% complete – season has not started) Thin Asphalt: 2.9km (0% complete – season has not started. Programmed planned for 2 time periods – November / December and March / April.</li> </ul> </li> </ul>
Low Cost / Low Risk	\$0.75M resilience		10% 10% 0%	<ul style="list-style-type: none"> <li>SH43 Whangamomona retaining walls x 2 – design completed. Indicative completion April 2021.</li> <li>SH43 Tangarakau Gorge – x 3 erosion protection</li> <li>SH3 Ahititi Stock Effluent Facility</li> </ul>

# Taranaki Regional Update

Activity	2018 – 21 NLTP	Key date(s)	Progress	Commentary
Emergency Works	\$8m (high level estimate)		10%	<ul style="list-style-type: none"> <li>SH43 Tunnel Hill: Design is underway for the permanent solution. Retaining wall to reinstate road and additional rock rip rap to retain upslope.</li> </ul>
			50% (end of Aug)	<ul style="list-style-type: none"> <li>SH43 Hospital Hill: Retaining wall – Substantial works to be completed by 30 November. Tidy up to be completed by Christmas.</li> </ul>
			35% (end of Aug)	<ul style="list-style-type: none"> <li>SH43 Pohokura Culvert – Structure partially completed, and Bailey bridge removed. Full completion by Christmas.</li> </ul>
			15%	<ul style="list-style-type: none"> <li>SH43 West Otunui – consent granted. Realignment with programmed completion date March 2021.</li> </ul>
			10%	<ul style="list-style-type: none"> <li>SH43 Tahora Saddle – Design being finalised. Construction target for completion in April 2021.</li> </ul>

# Taranaki Network Update – Emergency Works

## SH43 Hospital Hill: Retaining wall

- Retaining wall and backfill completed.
- Services replaced through project area, in conjunction with Ruapehu DC.
- Once complete the retaining wall will measure 220 metres long and 6 metres high at its highest point.



# Taranaki Large Capital Project Updates

Activity	2018 – 21 NLTP (\$)	Key date(s)	Progress	Commentary
Mt Messenger Bypass (\$ 200m)		July – August  December 2021	Complete  Ongoing Not Started	<ul style="list-style-type: none"> <li>Awaiting a determination from the High Court and final decisions on consents from the Environment Court.</li> <li>Final decisions expected from the Environment and High Courts.</li> <li>Expected construction starts but is dependent on gaining consents and landowner matters</li> </ul>
Tongaporutu Intersection Improvements	\$1.6m	November 2020 June 2021 December 2021	Complete Not Started Not started	<ul style="list-style-type: none"> <li>Construction contract awarded</li> <li>Construction commences</li> <li>Construction complete</li> </ul>
Rapanui Passing Lane	\$8.8m	November 2020 Early Dec 2020 December 2021	<ul style="list-style-type: none"> <li>Complete</li> <li>Not Started</li> <li>Not started</li> </ul>	<ul style="list-style-type: none"> <li>Construction contract awarded</li> <li>Construction commences</li> <li>Construction complete</li> </ul>

## SH3 North – Awakino Gorge to Mt Messenger safety and resilience improvements

- Aiming to complete the Ladies Mile passing lane in December 2020.
- Resilience improvements at Bexley Quarry South and Maikaikatea Station have been completed.
- Construction contract for the Rapanui passing lane and Tongaporutu Intersection improvements awarded in November.



## Taranaki Project Updates – Safety

Activity	2018-21 NLTP	Key date(s)	Progress	Commentary
SH3 Waitara to Bell Block Speed Review	\$1.45M for the Taranaki Region for several speed reviews	Consultation completed	Green	<ul style="list-style-type: none"> <li>The outcome of the speed review has been announced and changes will be implemented on 18 December.</li> </ul>
SH45 New Plymouth to Hāwera		Technical assessment underway	Green	<ul style="list-style-type: none"> <li>We are currently undertaking technical assessments on the current speed limits for this corridor. After the assessment is completed if it determines the current speed limits are not safe and appropriate, further steps will need to be completed before changing any speed limits, including engagement and consultation with the community.</li> <li>There are community requests for speed limit changes at Omata, Oakura and Okato which coincide with this review.</li> </ul>
SH3 Mokau to Urenui		Technical assessment	Green	<ul style="list-style-type: none"> <li>We are currently undertaking technical assessments on the current speed limits for this corridor. After the assessment is completed if it determines the current speed limits are not safe and appropriate, further steps will need to be completed before changing any speed limits, including engagement and consultation with the community. Additionally there have been requests for speed limit reviews at Urenui and Tongaporutu.</li> </ul>
SH3 Waitara to Bell Block Safety Improvements (Stage 1 )		Quick wins scheduled for delivery early 2021	Green	<ul style="list-style-type: none"> <li>Roundabout design progressing well. Safety improvement package scheduled for summer of 2020/2021</li> </ul>
SH3 New Plymouth to Egmont Village				Green



## SH3 Waitara to Bell Block Progress Update

- Pavement repairs are being undertaken prior to Christmas, so safety improvements including wide centrelines can be completed in early 2021.
- Construction of De Havilland Dr and Princess St roundabouts scheduled to get underway late 2021, subject to designations and obtaining full implementation funding.
- Current Project focus: Iwi partnering, reviewing stormwater options, commencing geotechnical investigations.



# Waitara to Bell Block Speed Review Announcement

New speed limits have been set for SH3 between Waitara and Bell Block following public consultation

The following new speed limits will come into effect from Friday 18 December 2020:

- 360m east of Mahoetahi Rd to 400m west of Princess St - 80km/h
- 430m east of Princess St to 300m east of Bayly St – 80km/h



## SH3 Waitara to Bell Block Progress Update Princess Street Roundabout draft design



- Designs are underway
- Investigative works to inform pavement design underway
- Construction scheduled late 2021

## SH3 Waitara to Bell Block Progress Update De Havilland Roundabout draft design



- Designs being progressed
- Investigative works to inform pavement design underway
- Construction scheduled late 2021

## SH3 Waitara to Bell Block Progress update SH3A



- Investigations and early designs are underway

## SH3 Waitara to Bell Block Progress update Waitara Road



- Investigations and early designs are underway

## SH3 New Plymouth to Hāwera

- \$1,970,000 was recently committed for design of proposed safety improvements from New Plymouth to Egmont Village including a rural roundabout at the Mangorei Road/SH3 intersection, an 8.65 km section of median barrier and intersection speed zones at Junction Street
  - Further funding is needed to complete the construction of the proposed safety improvements.
  - Speed management will also be considered as part of the safety improvements
- Investigations are scheduled to start during 2021 on additional sections of the New Plymouth to Hāwera corridor:
  - SH3 Urenui to Waitara
  - SH3 Inglewood to Old Mountain Road
  - SH3 Hawera to Kakaramea
  - SH3 Waverley to Nukumara

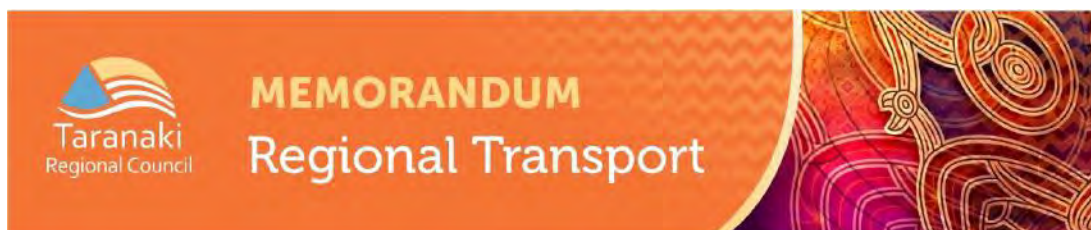
## Keep up to date

For information about works happening in Taranaki visit:

[nzta.govt.nz/taranaki-highways](https://nzta.govt.nz/taranaki-highways)



# Hei konā mai



**Date** 2 December 2020

**Subject:** **Active transport (walking and cycling) update**

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

**Document:** 2612200

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### **Purpose**

1. The purpose of this memorandum is to provide an opportunity for organisations to update Members on their activities to develop active transport modes (walking and cycling) in the region.

### **Recommendations**

That the Taranaki Regional Council:

- 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 update provided by the Stratford District Council on walking and cycling activities in their district
- c) receives with thanks the update provided by the South Taranaki District Council on walking and cycling activities in their district
- d) receives with thanks the verbal update provided by the Taranaki Trails Trust on their activities
- e) receives and notes the draft Taranaki Trails Vision Map presented at the meeting for discussion.

### **Background**

2. Walking and cycling (active transport modes) are increasing in popularity throughout New Zealand, and Taranaki is no exception to their growing resurgence, which has significant health and environmental benefits. Key organisations have been invited to provide an update to the Committee on their work in the walking and cycling area. The intention is for an active modes update to be brought to every second meeting.



3. The Committee will receive presentation updates from:

New Plymouth District Council	Kym Smith, Integrated Transport Coordinator
Stratford District Council	Steve Bowden, Roading Asset Manager
South Taranaki District Council	Claire Symes, Community Development Manager
Taranaki Trails Trust	Charlotte Littlewood, Trustee

#### **New Plymouth District Council**

4. The Powerpoint presentation is attached and will be provided at the meeting.

#### **Stratford District Council**

5. The Powerpoint presentation is attached and will be provided at the meeting.

#### **South Taranaki District Council**

6. A written update and Powerpoint presentation are attached and will be provided at the meeting.

#### **Taranaki Trails Trust**

7. A verbal update will be provided at the meeting, by Charlotte Littlewood, on the activities of the Taranaki Trails Trust.
8. As Members have previously agreed, the 2021 RLTP will include a pictorial 30-year Vision for developing Trails throughout the region.
9. For discussion and feedback, a draft Taranaki Trails Vision map will be presented at the meeting showing:
  - Existing tracks and trails
  - New cycleways proposed out to 2050, colour-coded by the likely decade of completion (2020-2030, 2030-2040, 2040-2050).

#### **Waka Kotahi NZ Transport Agency**

10. Waka Kotahi did not respond to the invitation to contribute to or participate in this item.

#### **Decision-making considerations**

11. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

#### **Financial considerations—LTP/Annual Plan**

12. 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**

13. 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 *Land Transport Management Act 2003*.

### **Iwi considerations**

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

### **Legal considerations**

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

### **Appendices/Attachments**

Document 2650394: Presentation NPDC

Document 2646172: Presentation SDC

Document 2646175: Written update STDC

Document 2646177: Presentation STDC



# Integrated Transportation Team

**MAAKE**  
*Let's Go*



# Let's Go turns 10!

## Vision:

Innovating towards and promoting connected, accessible, safe, convenient and inclusive transportation options for our community



Te Kaunihera-a-Rohe o Ngāmotu  
**New Plymouth  
District Council**

# Annual cyclist cordon count



- Date 3<sup>rd</sup> March 2020
- Weather – Overcast
- Total trips to city 480
- Total trips out of city 221
- Male 76%
- Female 24%
- Total trips increased by 39% on the previous year



# Schools



- 68% of students active travelling
- At least 70% of Let's Go schools are either engaged or highly engaged with Let's Go/school travel planning
- Let's get going (preschoolers), scooter and cyclist skills training
- Bikes in Schools bike tracks
- 15 schools participated in the 2020 Fresh Air Challenge. A total of 30,921 trips were logged by those 15 schools





# Result outside Central School!



Te Kaunihera-a-Rohe o Ngāmotu  
**New Plymouth  
District Council**

# Bikes in Schools – bike tracks



Coastal Taranaki School, Okato



Te Kaunihera-a-Rohe o Ngāmotu  
**New Plymouth  
District Council**



# 12 tracks built - 5 this year = 17!



Te Kaunihera-a-Rohe o Ngāmotu  
**New Plymouth  
District Council**

# Workplaces



- 38 workplaces took part in the October Fresh Air Challenge
- 10.43 tonnes of Co2 saved by the end of the month
- The top active travel type was walking with over 3000 trips, nearly half the total trips logged!
- Workplaces are highly engaged to participate in the:
  - Fresh Air Challenge
  - Aotearoa Bike Challenge
  - Ride Summertime Rolls events
  - Car Free Day





# Ride Summertime Rolls

**LET'S GO Ma Ake**

## Ride SUMMERTIME ROLLS

**Wheelie Big Birthday Bash with Summer Scene**  
**SAT 9 JAN**  
 10:00am-noon East End Reserve  
 What do wheelies, brake-pads and cake all have in common? Roll on up to the East End Reserve to find out as we celebrate Let's Go's 10th birthday! BYO wheelies for a morning of fun and games.

**Bikes & Beers**  
**THURS 28 JAN & THURS 25 FEB**  
 5:30pm-7:00pm Shining Peak  
 Grab a crew or come and meet up with a group for a 90-min ride followed by a beer at Shining Peak. Everyone who comes along will go in the draw to win a crate of one of Shining Peak's brews. Helmet a must, lock if you choose. Bikes will be kept safe while refreshments are sampled.

**Bike & Seek** **SAT 13 FEB**  
 10:00am-noon  
 Meet/Start: 1881 Block Velodrome Car Park  
 Get your friends or whānau together and give a bike scavenger hunt a go! A bike-based rogaine/orienteering hunt. Suitable for all ages (as long as you can ride a bike!). Supported by Orienteering Taranaki.

**Race The City**  
**FRI 19 FEB**  
 5:45pm racing from 6:15pm  
 Race registration and start/finish on June St. Race the City is New Plymouth's inner-city, street and structures circuit, incorporating Historic Plaza, Arid St and Puke Arid Landing. This race has multiple route options and heats for all ages. MTB, BMX, cyclocross and any other bikes and their riders all welcome. Registrations essential. [Let'sGo@nzta.govt.nz](mailto:Let'sGo@nzta.govt.nz)

**Play Bike FEBRUARY**  
 Your neighbourhood school is a great place to ride and play on a summer afternoon or weekend. Play Bike is an invitation to primary aged children to socialise, ride, have fun and learn new skills in a traffic-free off-road environment, whilst guided by qualified coaches. Weather dependent.

- Coastal Taranaki School 4pm-5:30pm - Tues 16 Feb
- Fitzroy School 4pm-5:30pm - Wed 17 Feb
- Spotwood Primary 4pm-5:30pm - Tues 23 Feb
- Waiwera East School 4pm-5:30pm - Wed 24 Feb

**Frocks on Bikes Wine & Cheese** **TUES 23 FEB**  
 5:30pm-7:30pm Start/End at Wind Wand Car Park  
 Put on a frock and/or glam up your bike or e-bike and join us for a fun, relaxed evening of cheese, wine and bicycles! Enjoy a relaxed ride leaving from the Wind Wand Car Park. Two routes - one for bikes and one for e-bikes. We will finish at Patis Plage for some wine & cheese! Register your interest: [Let'sGo@nzta.govt.nz](mailto:Let'sGo@nzta.govt.nz)

**Electro** **WED 24 FEB**  
 5:30pm-6:30pm Start/End: Wind Wand car park  
 Your E-bike gives you the power to flatten hills and make your travel distance seem shorter and effortless. Come along to a free e-bike riding skills session and make the most of your new power. Suitable for all, new riders especially.

**The Great Skate**  
**SATURDAY 27 FEBRUARY**  
 Registrations from 9:30am, Comp starts 11:00am  
 East End Skate Park. Come down to East End Skate Park and enjoy a day of live local entertainment, food trucks and a skate comp for ages 13-35 years. Photos up for grabs. Registrations: See ZEAL Facebook page.

**For more great events this summer check out [letsgo.org.nz](http://letsgo.org.nz)**

**MAD MEX** **TSA** **NEW PLYMOUTH MOUNTAINBIKERS** **BIKE** **WIND WAND** **ZEAL NPDC**



Te Kaunihera-a-Rohe o Ngāmotu  
**New Plymouth District Council**

# Infrastructure



- Neighbourhood Led Projects
  - Merrilands School - Kauri St
  - Moturoa School - Pioneer Rd
  - Vogeltown School - Huatoki St
- Future planning
- The Coastal Walkway
- Safer Speed Review



# Facilities to support W&C



- Bike Pod – Ariki St, Centre City



# Bee Card



# Let's Go Brand Refresh



- Let's Go turns 10! brand refresh – new suite of photos and videos to use for promotional purposes.

<https://vimeo.com/showcase/7721816>

- Password: Letsgo1
- Mobility scooter video to add





# Active Modes Update

## □ Introduction

- What is SDC doing to contribute towards Active Modes forms for transport?
- Below is a list of our current programme:
  - Walking and Cycling Strategy;
  - Discovery Trail;
  - Bike Park;
  - Footpath replacement programme;
  - Kingheim Tracks;
  - Tracks and Trail;
  - Carrington Walkway.





# Active Modes Update

- Walking and Cycling Strategy
- Currently being revised by the Community Development Team to be a “high” level document, rather than a prescriptive document;
- There are two themes to the Strategy;
  - Encouraging a greater uptake of walking and cycling within the district;
  - Developing cycle trails for tourism and recreational use.
- Five challenges:
  - Infrastructure not meeting the needs of the community;
  - Recreational facilities not safe and attractive;
  - State Highways are a barrier for walking and cycling;
  - Residents perceive walking and cycling is not safe and attractive;
  - Lack of recreational routes prevents tourism growth.

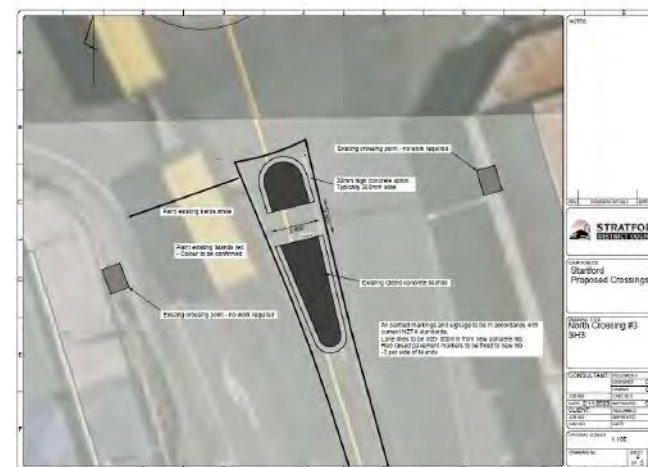


# Active Modes Update

- What is SDC doing to address the challenges?
  - Developed rural cycle map that offers opportunities for cyclist to “get off the beaten track”;
  - Identified key urban routes for cycle lanes and/or shared use walkways;
  - Working with Waka Kotahi to provide safe crossing points on State Highways;

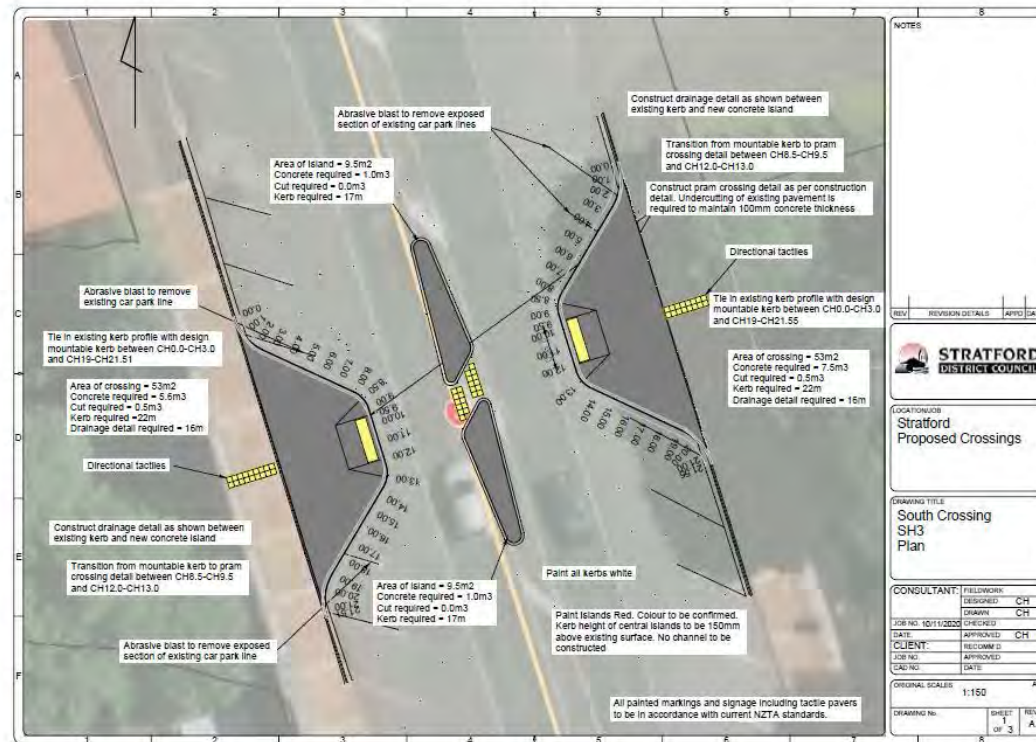
SH3/Pembroke Rd

Northern Roundabout – island south of r/bt



# Active Modes Update

SH3 south at the Patea Bridge – draft concept plan





# Active Modes Update

- ❑ Discovery Trail
- ❑ Walking trail around Stratford to local attractions and heritage sites making use of existing pathways.



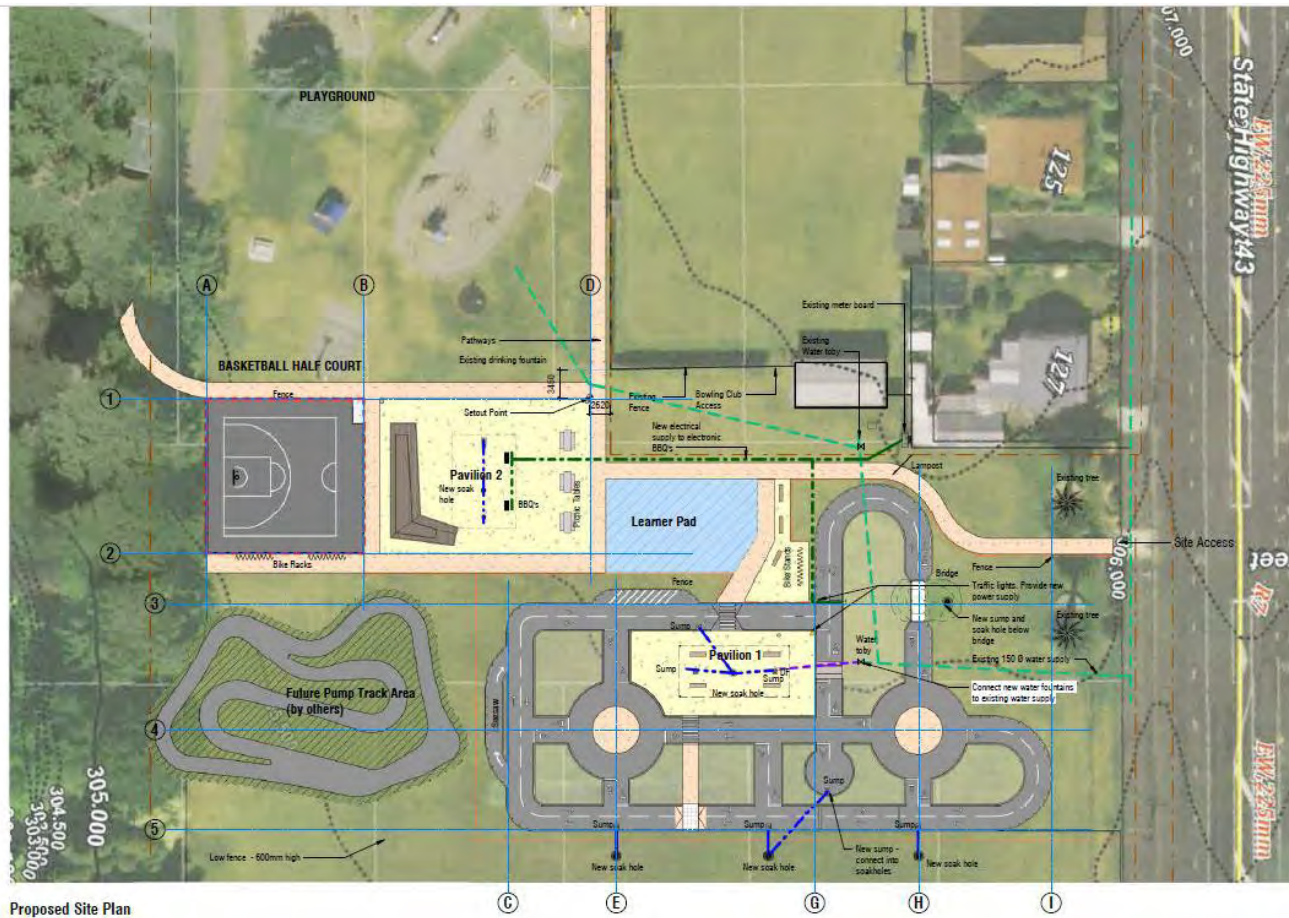


# Active Modes Update

- ❑ Bike Park Project
- ❑ Funded through the Provincial Growth Fund - \$2m
- ❑ The project includes:
  - ❑ Mini road track including traffic signals;
  - ❑ Pump Track – to be let as a separate contract;
  - ❑ Half basketball court;
  - ❑ Picnic area;
- ❑ Tenders called and closed 5 November 2020
- ❑ Contract awarded 9 November 2020
- ❑ Contract Commencement 19 November 2020
- ❑ Completion date 31 July 2021.



# Active Modes Update



Proposed Site Plan

# Active Modes Update

## Footpath Replacement Programme.

- ❑ Currently 49km footpaths less than 1m wide.
- ❑ SDC minimum standard width to be 1.5m wide.
- ❑ Maintenance and replacement is co-funded by Waka Kotahi.
- ❑ Target length is to replace 2km of footpath per year.





# Active Modes Update

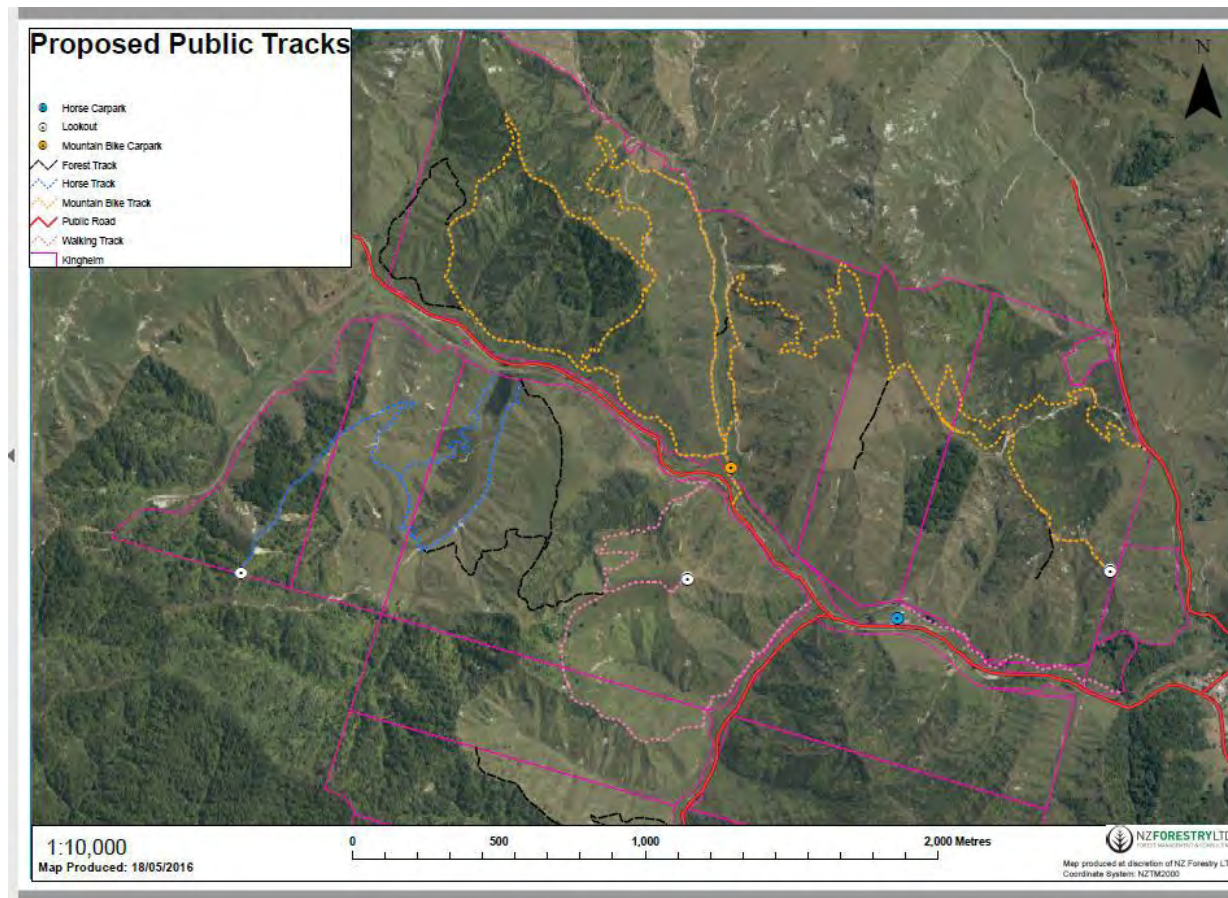
## □ Kingheim Tracks

- Development of walking, cycling and trekking tracks within a newly planted forestry block on the outskirts of Whangamomona.
- Requirement of the Overseas Investment Office for the tracks as part of the agreement for an Austrian consortium to purchase the land.
- The tracks have an easement in favour of the Walking and Access Commission, who in turn have appointed SDC as “Controlling Authority”
- SDC’s responsibility is for signage, inspections, lookouts, seating.
- Track maintenance remains the responsibility of Kingheim to be suitable for walking.
- Limited access when maintaining the forest.





# Active Modes Update

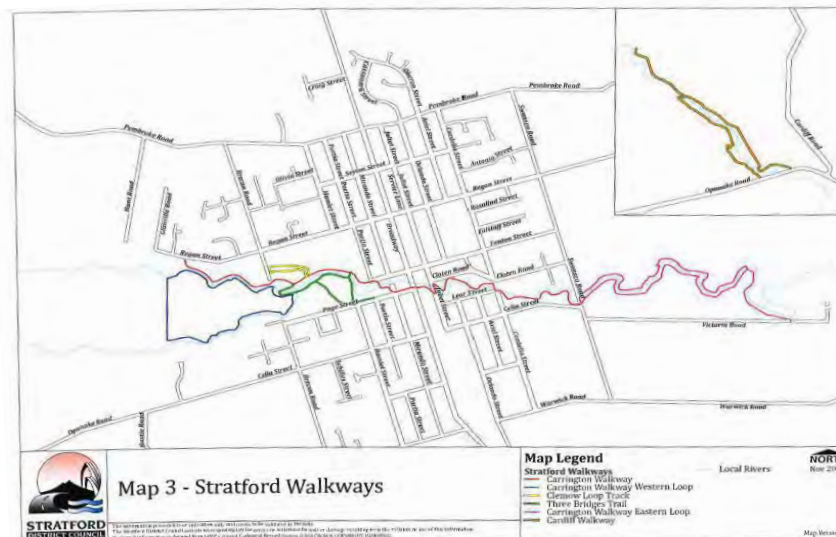




# Active Modes Update

## □ Carrington Walkway.

- This is a network of tracks throughout Stratford that follow the Patea River and the tracks within the King Edward Park.
- Total length of the all tracks combined is 14km.



# Active Modes Update





# Pito Kōrero Memorandum

To	Taranaki Regional Transport Committee
From	Claire Symes, Community Development Manager
Date	2 December 2020
Subject	<b>South Taranaki Pathways Update</b>

## South Taranaki District Pathways Progress

Development of Pathways was an approved project in the Council's 2015-25 and 2018-28 Long Term Plans following the adoption of a Pathways Strategy in 2015.

There is a lot of community support for progressing safe walking and cycling routes across the District but we have found that installing Pathways not in a road reserve, requires a lot of additional agreement from separate parties before they become a reality. This causes delays and additional costs which can be frustrating for the community. The following updates the current progress of Pathways in our district.

### Normanby to Hāwera

One of the key projects we were trying to get across the line was the Normanby to Hāwera commuter route along the rail corridor. This has been put on the backburner due to the health and safety concerns of Kiwirail and Waka Kotahi around the Ōhangai Road / State Highway 3 intersection crossing just south of Normanby. There were also long delays in communication with Kiwirail and changes to their health and safety requirements along the way increased costs substantially.

The Council has instead agreed to install a pathway along Ketemarae and Glover Roads providing a safe pathway to connect Normanby with Hāwera. Plans are currently being drawn up for this.

We are still considering how a pathway could be installed along SH3 along with planned infrastructure for a Business Park off SH3 opposite the Egmont Racecourse.

Other projects to be updated include:

- **Soldiers Park, Eltham**
- **Pātea Loop Track**
- **Manawapou (Puawai) Mountainbike Track**

Claire Symes

**Community Development Manager**

# South Taranaki Pathway Update

Regional Transport Committee  
November 2020





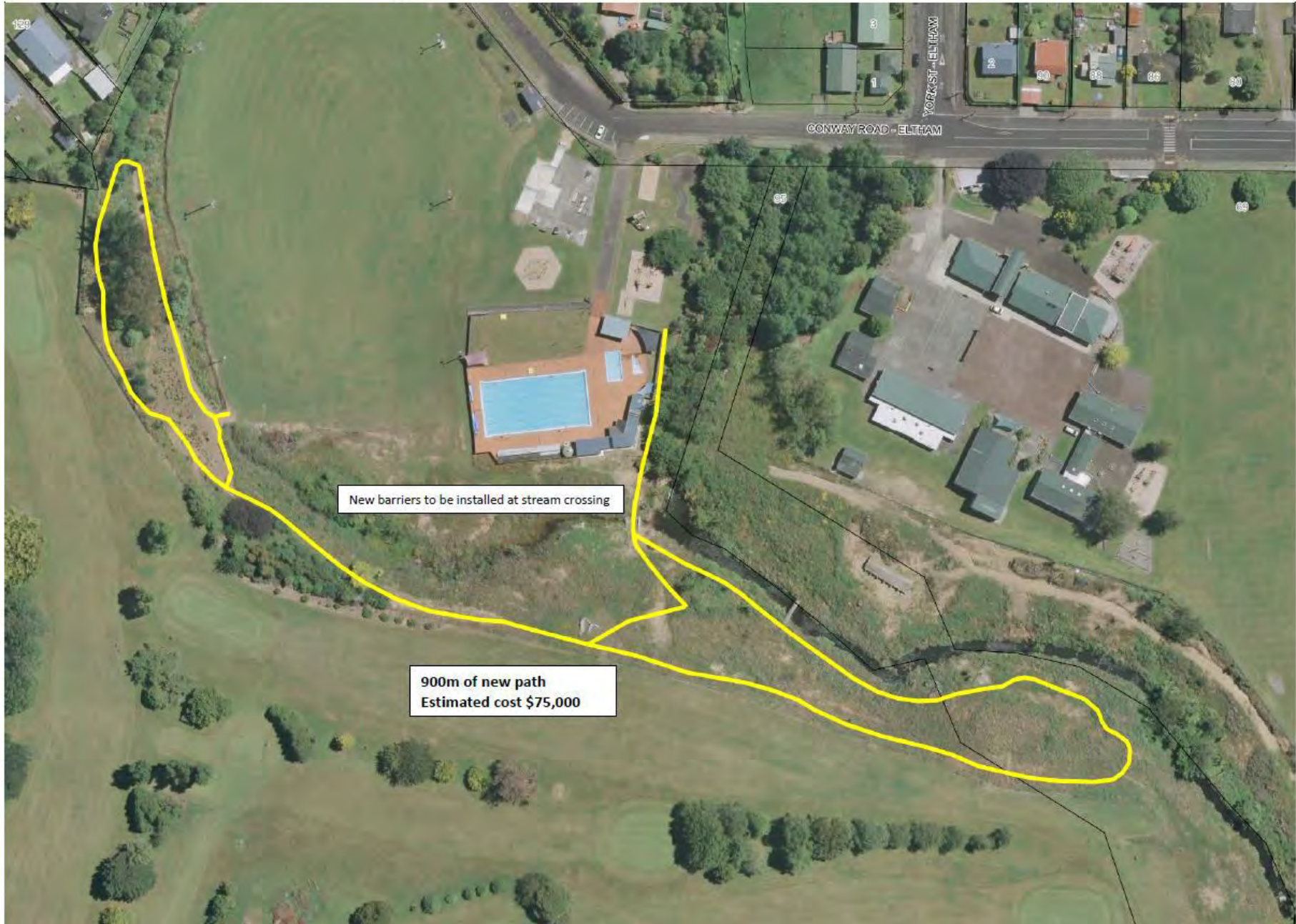
# Normanby to **Hāwera** via Ketemarae and Glover Roads

Total Distance (km)
3.3km





# Soldiers Park Walkway







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 AKI DISTRICT COUNCIL'S DATABASES AND MAPS. IT IS  
 AVAILABLE IN GOOD FAITH BUT ITS ACCURACY OR  
 ETENESS IS NOT GUARANTEED. IF THE INFORMATION IS  
 ON IN SUPPORT OF A RESOURCE CONSENT IT SHOULD





**Date:** 2 December 2020

**Subject:** **Territorial Authorities Update**

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

**Document:** 2648594

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### **Purpose**

1. The purpose of this memorandum is for the New Plymouth District Council, Stratford District Council and South Taranaki District Council to provide an update on transport activities within their District.

### **Executive summary**

2. District Council members of the Regional Transport Advisory Group have provided written updates (attached to this memorandum) which they will speak to at the meeting.

### **Recommendations**

That the Taranaki Regional Council:

- a) receives the update provided by the New Plymouth District Council on its transport activities
- b) receives the update provided by the Stratford District Council on its transport activities
- c) receives the update provided by the New Plymouth District Council on its transport activities

### **Background**

3. To assist with improving awareness and oversight of land transport activities in the region, each Committee meeting will now include an agenda item where Approved Organisations provide an update on their transport activities. In practice, since Waka Kotahi and the Taranaki Regional Council (Public Transport Operations) already provide separate update items, this new item will be one that provides a written and verbal update from each of the district councils. This means that each Approved Organisation within the current Regional Land Transport Plan (with the exception of the Department of Conservation whose transport activities are too minor to warrant such regular updates), will be reporting on their progress with implementation and forward planning of transport activities.

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

New Plymouth District Council	Rui Leitao, Manager Transportation
Stratford District Council	Steve Bowden, Roading Asset Manager
South Taranaki District Council	Vincent Lim, Roading Team Leader

#### **Decision-making considerations**

5. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

#### **Financial considerations—LTP/Annual Plan**

6. 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**

7. 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**

8. 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.

#### **Legal considerations**

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

#### **Appendices/Attachments**

Document 2649282: Update to the Regional Transport Committee - NPDC

Document 2641698: Update to the Regional Transport Committee - SDC

Document 2649329: Update to the Regional Transport Committee - STDC

<b>Approved Organisation Update to Taranaki Regional Transport Committee</b>	
Organisation name:	<b>New Plymouth District Council</b>
RTAG representative:	<b>Rui Leitao</b>
RTC representative:	<b>Councillor Harry Duynhoven</b>
Date:	<b>December 2020</b>

### **1. MAINTENANCE, OPERATIONS AND RENEWALS**

New Plymouth District Council's maintenance operations focused on preparing for the upcoming resealing season and includes mainly sealed pavement maintenance, and roadside drainage maintenance. Other activities are routine in nature, but we have increase our expenditure in structures maintenance.

The focus of the first half of 2020/21 has been on footpath renewals, though drainage renewals are also advancing as fish-passage retro-fitting takes place. The major renewals activity is the annual reseals and these have commenced.

### **2. ROAD IMPROVEMENTS**

The greatest amount of improvements has been walking and cycling improvements around schools.

Another successfully completed project was the Housing NZ/KiwiBuild Scheme at Marfell, which was safely completed under budget.

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

NPDC undertook the Fresh Air Challenge in October, where:

- 15 schools participated and 30,921 trips were logged,
- 38 workplaces took part with 10.43 tonnes of CO<sub>2</sub> saved by the end of October,
- The top active mode type was walking.

For 2020/21 five 'bikes in schools' programmes are to be rolled out to NPDC schools. They are:

- St Josephs
- St John Bosco
- Te Pi'ipi'inga Kakanomai i Rangiatea
- Lepperton
- Egmont Village

NPDC continued to deliver its training to pre-schoolers through its 'let's get going' programme, and scooter and cycle skills training to primary aged students.

Infrastructure 'neighbourhood let' projects included improvements around:

- Merrilands Primary School
- Moturoa Primary School
- Vogeltown Primary School

#### **4. ROAD SAFETY**

NPDC commenced the safer speed review consultation process. This will start with a focus on speeds on rural roads.

In December NPDC will be commencing a 'what are you missing' safety campaigns raising awareness to safe pedestrian behaviours at pedestrian crossing and safe driving practices when approaching pedestrian crossings.

#### **5. TRANSPORT PLANNING**

NPDC's draft Activity/Asset Management Plans (AMP) has been completed and submitted to Waka Kotahi NZTA.

The draft Local Authority Roads and Special Purpose Roads funding application spreadsheets for input into Transport Investment Online (TIO) have also been provided to Waka Kotahi NZTA, these include:

- Maintenance, Operations & Renewals
- Major Improvements (>\$2M)
- Low cost/low risk improvements (<\$2M)
- Road Safety Promotion

NPDC is in the process of developing a New Plymouth CBD Strategy. Early engagement has taken place and finding presented to Council. The NP CBD Strategy has a few more rounds of development engagement to be done, but it's expected to be completed by April 2021.

Now that the AMP updating, funding applications, and the ground work for the next LTP have been done, NPDC has re-started developing its Integrated Transportation Strategic Plan (Keeping NP Moving and Growing). This strategic plan will benefit from the outcomes from the NP CBD Strategy, will be forward looking, and aims at setting the direction for an integrated and multi-modal transportation network for the future.



Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	<a href="#">Stratford District Council</a>
RTAG representative:	<a href="#">Steve Bowden</a>
RTC representative:	<a href="#">His Worship Neil Volzke</a>
Date:	<a href="#">December 2020</a>

## 1. MAINTENANCE, OPERATIONS AND RENEWALS

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

For the period from July to December 2020, our primary focus has been to undertake repairs to Puniwhakau Road, as a result of a forestry contractor commencing the harvesting of two forestry blocks at the end of this road. Within six weeks this road showed significant signs of deterioration as shown in the photographs below. We have finally finished the repairs at a cost of \$200,000, see photograph below.



*Puniwhakau Road – damage due to logging activity after 4 weeks.*



*A failed area to be dug out and filled with 150mm gabion rock to strength the road foundation.*



*The dig-out filled with 150mm gabion rock and capped off with AP65.*

Apart from the above, we have been undertaking routine maintenance of the network, including, but not limited to the following:

- Grading of unsealed roads;
- Cleaning and painting sight rails;
- Replacing road signs;
- Clearing culverts;
- Street cleaning;
- Removing abandoned vehicles; and of course not forgetting
- Filling potholes.

Our reseal programme will commence in December 2020. We are planning to complete approximately 25% of the programme before the Christmas holiday, with the remaining 75% planned for February 2021.

We are finalising the design for a pavement rehabilitation project on Beaconsfield Rd, approximately 1km south of Midhirst. This involves realigning the road to move it away from an historical underslip and lowering a blind crest curve to improve forward visibility. This project is due to commence in late January 2021.

The replacement of the kerb, channel and footpath in Montjoy St, Margaret St and Ferdinand St, was completed in July. This completed the work that we had planned for the 2019/20 year.

Our footpath replacement programme re-commenced in October with work starting on Page Street outside the Cam-Am dealership as well as Lysander Street. This is part of an on-going programme to replace 54km of narrow footpaths (< 1m wide), throughout Stratford.



*New Footpath, kerb and Channel in Montjoy St, Stratford.*

## **2. EMERGENCY WORKS – IF APPLICABLE**

At the end of September we attended to numerous call outs that related to slips or fallen trees as a result of some heavy rain and high winds. In all there were five roads that were temporarily closed until the slip or trees could be cleared.



*Slip including fallen trees on Mangaoapa Road - before*



*After*



*Fallen trees on Puniwhakau Road.*

We have recently completed a retreat into the opposite bank, away from an underslip on Mangare Rd.



*Mangare Road Slip - Before*

### **3. ROAD IMPROVEMENTS**

*This work provides for improvements to or upgrading of existing roads within the existing or widened road reserve.*

An improvement project to re-align and strengthen a 1km length of Mangaotuku Road from the top of the saddle to the valley floor re-commenced at the end of September. This project has had several design changes as the project progressed, due to the topography of the terrain and the underlying soil conditions. We finally finished the construction works prior to the long weekend for Labour Day.



*Mangaotuku Rd Improvement – from the top of the saddle looking south prior to resealing.*



*Mangaotuku Rd Improvement – from the valley floor looking north*

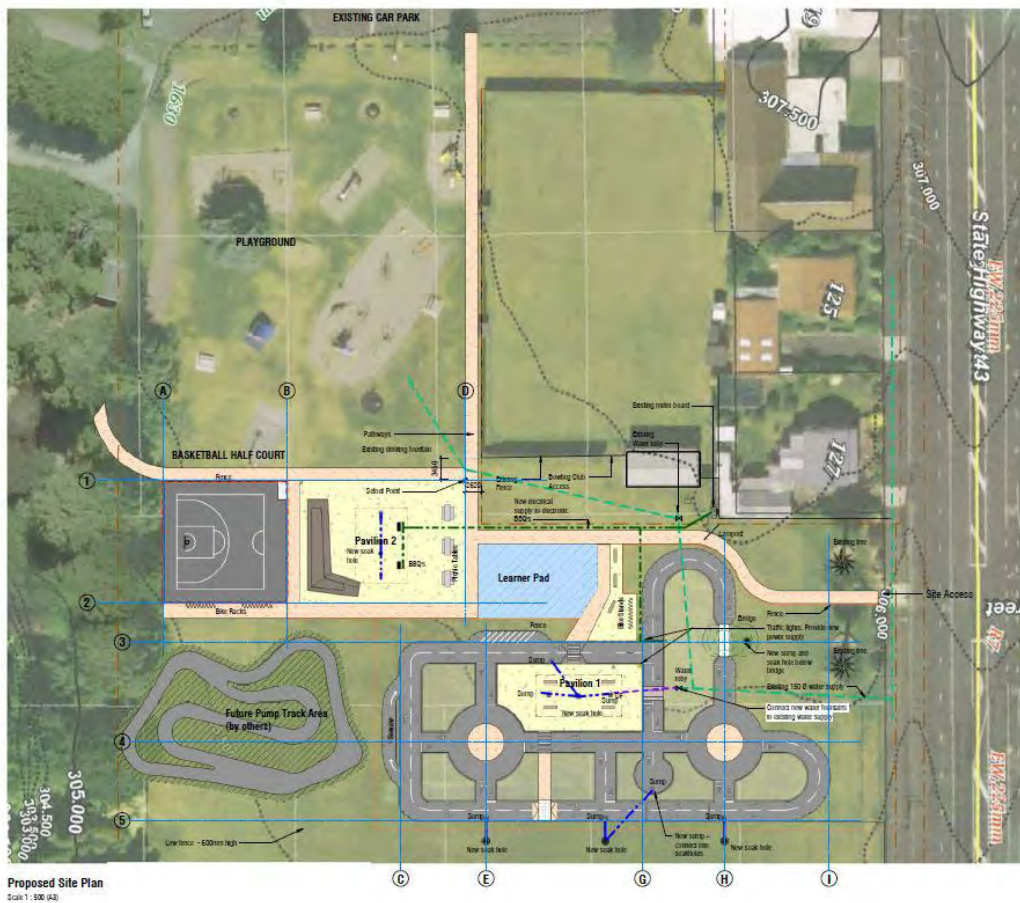
As part of the Government's economic stimulus package, SDC were successful in securing Provincial Growth Funding for four safety projects, namely, Palmer Rd, Manaia Rd, Opunake Rd and Beaconsfield Rd. All four of these projects have now been completed and below is a photograph of the geometrical improvement to a double curve on Opunake Rd. This photograph was taken prior to the roadmarkings being painted.



Shovel Ready Projects - Opunake Rd Safety Improvements.

#### 4. ACTIVE MODES – WALKING AND CYCLING

Again, SDC submitted a request to the Crown Infrastructure Partners to fund the Bike Park which is to be constructed in Victoria Park. The Bike Park project is not just a bike park, it also includes a pump track, half basketball court and a fitness circuit. SDC were successful in securing \$2m funding from the Government on the basis work commences before the end of November. In the last couple of days tenders have closed and we are in discussions with the preferred tenderer regarding the commencement date. At the time of writing this report, the preferred tenderer has indicated they are able to commence work, week commencing 16<sup>th</sup> November.



## **5. ROAD SAFETY**

Our on-going commitment to road safety has been complimented by the four “shovel ready” projects mentioned above.

Opunake Road has been identified as our number one priority for safety improvements. With this in mind, we have been liaising with Junine Stewart from Waka Kotahi in relation to developing a road safety programme for this road. Some of the treatments mentioned have been activated warning signs, reducing the speed limit to 80km/h, improvements to roadside signage and roadmarkings, and provide safety fencing where there is a risk of vehicle leaving the road.

This project is being put forward to the Safe Network Programme with a funding request of \$2m over 10 years for possible inclusion in the 2021/24 NLTP as well as future NLTP's.

## **6. TRANSPORT PLANNING**

This activity primarily relates to the impacts of new developments on the roading network within Stratford, eg the child care centre on Cloten Rd, rather than the development of an Integrated Transport Strategy.

We have a long term vision to connect the two sections of Brecon Road over the Patea River, for which a variation to the 2015 – 2021 RLTP was made and approved by this committee. We were hoping this project would receive funding from the Crown Infrastructure Partners, but alas we were un-successful. Our next step is to work through Waka Kotahi's Investment Decision Management Framework to build a business case for this project for a future RLTP.



<b>Approved Organisation Update to Taranaki Regional Transport Committee</b>	
Organisation name:	<a href="#">South Taranaki District Council</a>
RTAG representative:	<b>Vincent Lim</b>
RTC representative:	<a href="#">Mayor Phil Nixon</a>
Date:	<b>23 November 2020</b>

### **1. MAINTENANCE, OPERATIONS AND RENEWALS -31 October 2020**

Maintenance – The expenditure on maintenance work to 31<sup>st</sup> October 2020 is \$1.95millions. Total budget is \$8.4millions. The work provides for the routine care of pavements, drainage and structures to maintain their structural integrity and serviceability. Current maintenance issue is forestry work over the winter months with heavy logging trucks damaging the low volume roads.

Renewals - This work provides for non-routine planned periodic renewal of sealed and unsealed road pavements, drainage, and structures. Expenditure to 31<sup>st</sup> October is \$1.03millions out of a budget of \$8.798millions. The renewal work is slightly behind but expenditure is ramping up as contracts are tendered and awarded in the next few months.

### **2. EMERGENCY WORKS – IF APPLICABLE**

There have been no major emergency works except for minor events which amounted to \$117K.

### **3. LOW COST LOW RISK**

This category of work include improvement to or upgrading of existing roads within the existing or widened road reserve, improve walking and cycling route and road safety improvement.

The expenditure to 31 October is \$267K out of a budget of \$3.4millions. Most of the major work has been programmed for the next year and expenditure will ramp up when the contracts are awarded.

The Improvement of existing roads is normally carried out in conjunction with pavement rehabilitation work.

Speed: District wide speed management is under development and report will be submitted to Council early next year.

Walking and cycling: We have planned to construct a new walkway from Hawera to Normanby. The route will be via Glover Road and Ketemarae Road. The design and documentation are being prepared.

### **4. TRANSPORT PLANNING**

South Taranaki district national land transport programme for 2021-2024 have been submitted to Waka Kotahi. We are waiting for Waka Kotahi to advise the outcome of our submission



**Committee:** Regional Transport Committee

**Date:** 2 Dec 2020

**Subject:** **Public transport operational update for the quarter ending 30 September 2020**

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

**Document:** 2647723

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### **Purpose**

1. The purpose of this memorandum is to provide members with an operational report on public transport services for the quarter ending 30 September 2020.

### **Recommendation**

That the Taranaki Regional Council:

- a) receives and notes the operational report of the public transport services for the quarter ending 30 September 2020.

### **Background**

2. As part of the Council's responsibility for promoting an integrated, safe, responsive and sustainable land transport system within the region, a range of activities are required, including provision of public transport services and the Total Mobility Scheme.

### **Covid-19**

3. The impact of Covid-19 continued during the quarter as we moved to Alert Level 2 during part of August and September, with physical distancing required. Reduced bus capacity and potential concern passengers may have for buses being points of transmission is evidenced by the patronage drop the Citylink experienced this quarter. The Connector service was not impacted as the service is exempt from physical distancing due to the passenger booking system it operates meaning contact tracing is readily available.

### **Citylink (New Plymouth, Bell Block, Waitara and Oakura) bus service**

4. Patronage for the quarter decreased 16.6%. Total patronage was 146,275 down 29,044. Decreases were across all patronage types, with the most significant being child down 16,699 trips or 15%, adult down 2,068 trips or 27% and seniors/SuperGold down 1,952 trips or 14%.

### **Connector (Hāwera to New Plymouth) bus service**

5. Patronage for the quarter decreased 1.8%. A total of 8,346 trips were recorded compared to 8,503 in the same quarter 2019/2020. Increases in patronage were recorded in WITT 739 trips or 22%, tertiary 48 trips or 12% and child 10 trips or 6%. Community Services cardholders were down 169 trips or 69% with SuperGold car patronage down 233 trips or 27%.

### **Southlink services**

6. Patronage for the September quarter was up on both the Ōpunake to Hāwera and the Ōpunake to New Plymouth services however is down on the Waverley to Hāwera service in comparison to the same period last year. The performance of each service is detailed below.
7. Waverley-Pātea-Hāwera patronage was 151, down 165 or 52% compared to the same quarter last year. The most significant differences were adult patronage down 75 or 48% and SuperGold Cardholder patronage down 77 or 53%.
8. Ōpunake to Hāwera patronage was 103, an increase of 23 or 29% compared to the same quarter last year. Adult patronage was up 20 or 95% and SuperGold Cardholder patronage was up 16 or 40%.
9. Patronage for the Ōpunake to New Plymouth service was 319 a small increase of 7 or 3% compared to the same quarter last year. Child patronage showed a significant increase of 100 or 270% whilst adult patronage was down 23 or 59% and SuperGold Cardholder patronage was down 49 or 44%.

### **SuperGold Card**

10. SuperGold Cardholder patronage for all services for the quarter totalled 11,488 compared with 14,057 trips, a decrease of 2,569 or 18%, on the same period last year.

### **Total Mobility Scheme**

11. Trips for the quarter were 13,099 down 817 or 6% on the same period last year.

### **Ironside Vehicle Society Incorporated**

12. Total trips for the quarter were 1,216, down 494 or 29% on the same period last year. Of the total, 876 or 72% involved wheelchair passengers.

### **Regional Public Transport Plan 2020-2030 update**

13. The Regional Public Transport Plan 2030-2030 (RPTP) was adopted by the Council's Executive Audit and Risk committee following a hearing of submitters on 19 October 2020. Nineteen submissions were received with six speaking at the hearing.
14. The RPTP was subsequently approved at the Ordinary Council meeting 3 November 2020.

### **Decision-making considerations**

15. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

### **Financial considerations—LTP/Annual Plan**

16. 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**

17. 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* and the *Land Transport Management Act 2003*.

### **Iwi considerations**

18. 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.

### **Legal considerations**

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

### **Appendices/Attachments**

Document 2649043: Public Transport Programme Update – operational overview September 2020

## Public Transport Programme Update – Operational Overview September 2020

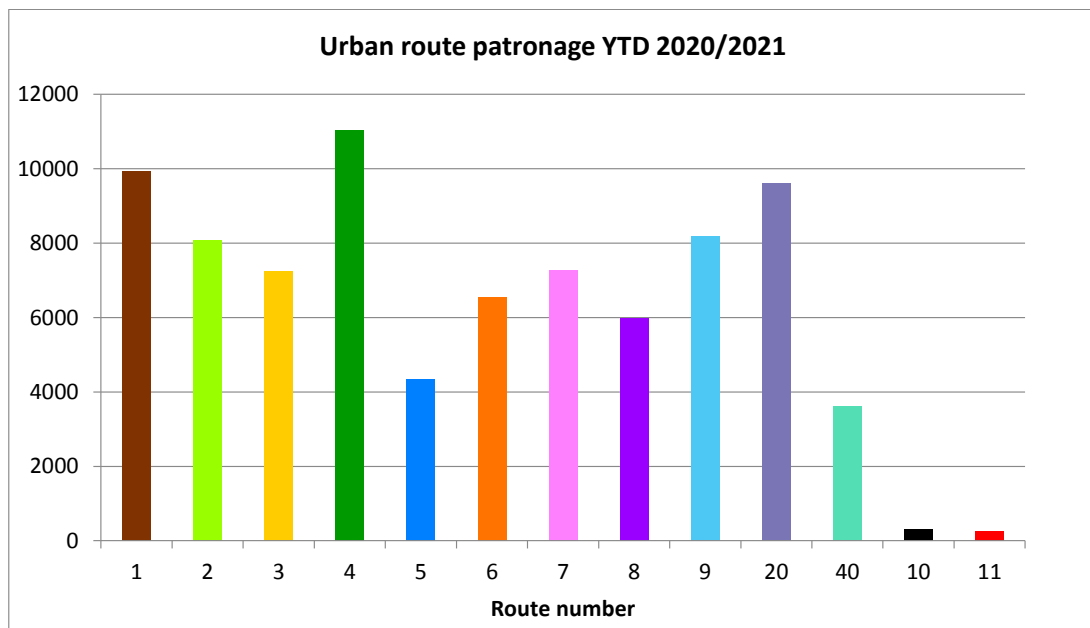
### Citylink Performance

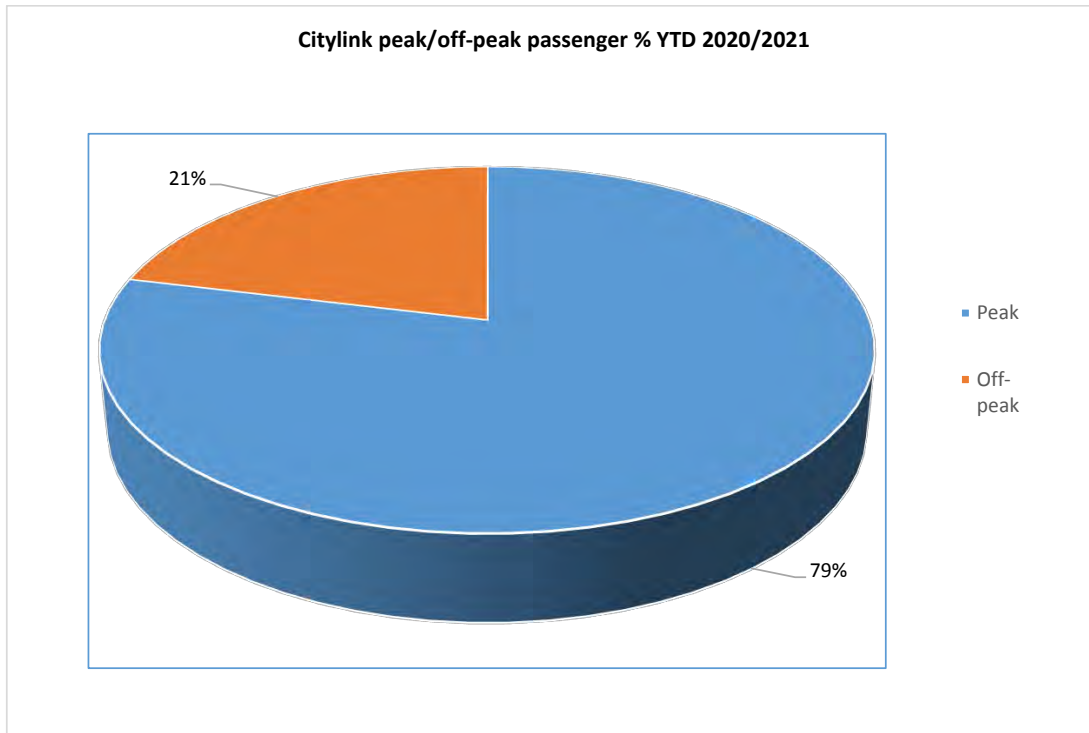
	Sep 2020 quarter	Sep 2019 quarter	19/20 vs 20/21
Patronage	146,275	175,319	-16.57%
Farebox*	31.4%	41.3%	-23.97%
Commerciality*	32.5%	42.9%	-24.24%

\*Ratios exclude indexation costs

### Citylink Patronage

	Sep 2020 quarter	Sep 2019 quarter	19/20 vs 20/21
Adult	5,651	7,719	-27%
Child/Student	91,456	108,155	-15%
Senior/SuperGold	12,108	14,060	-14%
Tertiary	787	1,106	-29%
Comm Services Card	9,633	11,290	-15%
Access	1,055	1,119	-6%
WITT	6,493	6,778	-4%
Transfer	19,092	23,421	-18%
Promotion	0	1,671	-100%





**Connector Performance**

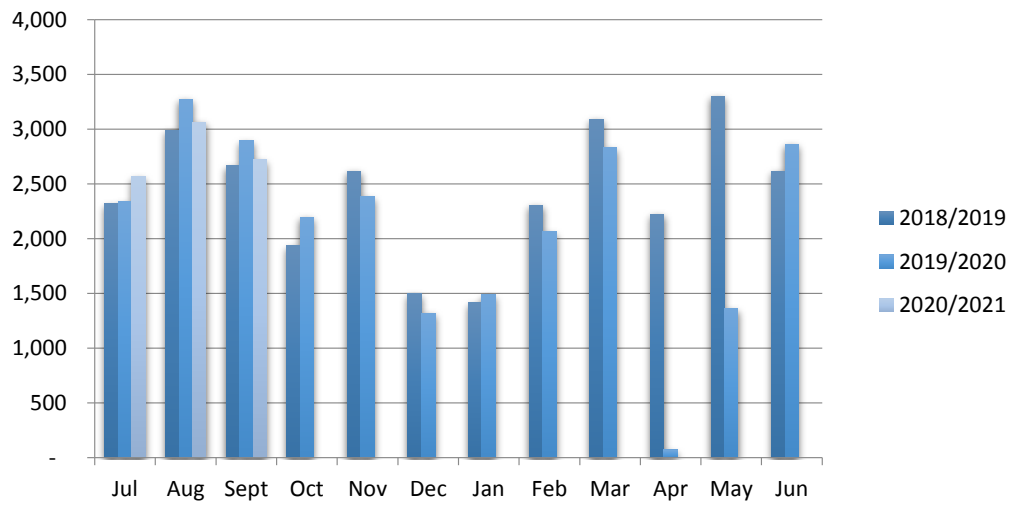
	Sep 2020 quarter	Sep 2019 quarter	19/20 vs 20/21
Patronage	8,346	8,503	-1.8%
Farebox*	53.6%	59.2%	-9.5%
Commerciality*	53.6%	59.2%	-9.5%

\*Ratios exclude indexation costs

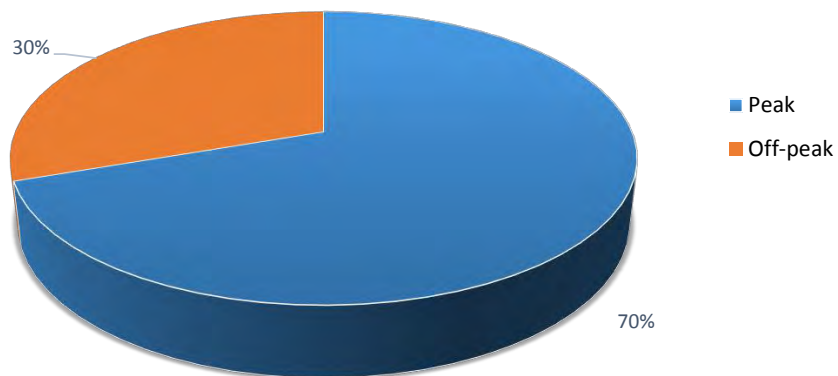
**Connector Patronage**

	Sept 2020 quarter	Sept 2019 quarter	19/20 vs 20/21
Access	5	16	-69%
Adult	1046	1131	-8%
Beneficiary	514	683	-25%
Child	174	164	6%
Seniors	80	99	-19%
SuperGold	641	874	-27%
TDHB	531	640	-17%
Tertiary	461	413	12%
WITT	4,128	3,389	22%
Training (Paid)	654	935	-30%
Promotion	112	159	-30%

**Connector patronage 2018/2019, 2019/2020 and YTD 2020/2021**



**Connector peak / off-peak patronage YTD 2020/2021**



### Southlink performance

#### Waverly to Hawera

	Sep 2020 quarter	Sep 2019 quarter	19/20 vs 20/21
Patronage	151	316	-52%
Revenue	\$330	\$655	-50%
Farebox*	4.9%	9.8%	-50%
Commerciality*	4.9%	9.8%	-50%

\*Ratios exclude indexation costs

#### Opunake - Kaponga - Manaia - Hawera

	Sep 2020 quarter	Sep 2019 quarter	19/20 vs 20/21
Patronage	103	80	29%
Revenue	\$141	\$90	56%
Farebox*	4.81%	2.90%	66%
Commerciality*	4.81%	2.90%	66%

\*Ratios exclude indexation costs

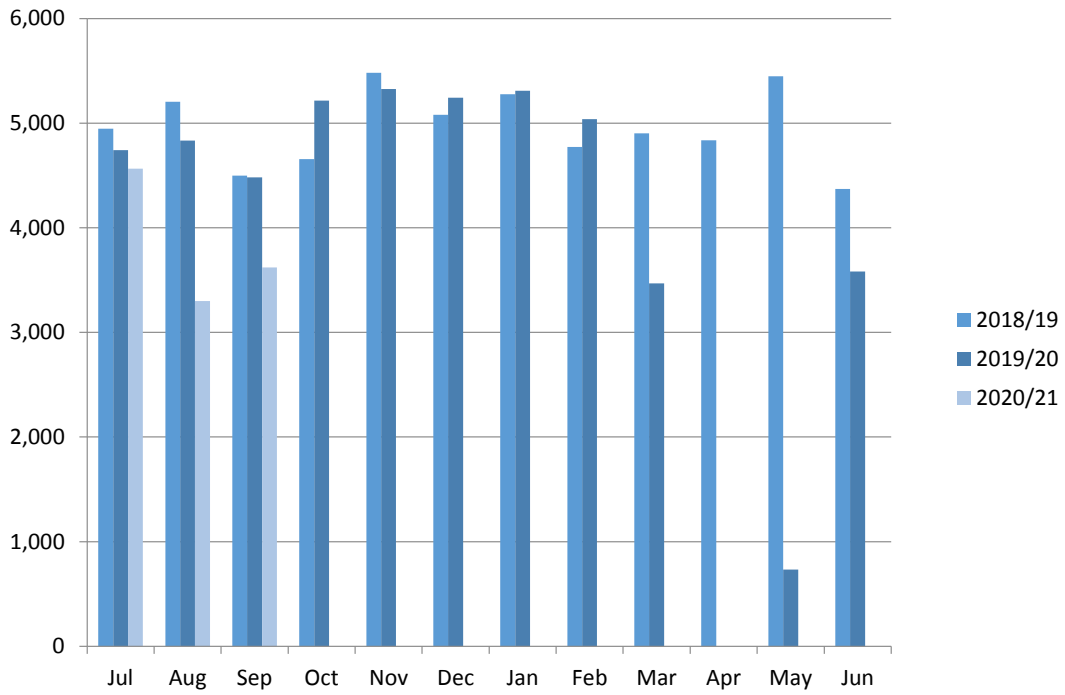
#### Opunake to New Plymouth

	Sep 2020 quarter	Sep 2019 quarter	19/20 vs 20/21
Patronage	219	212	3%
Revenue	\$858	\$676	27%
Farebox*	16.03%	14.67%	9%
Commerciality*	16.03%	14.67%	9%

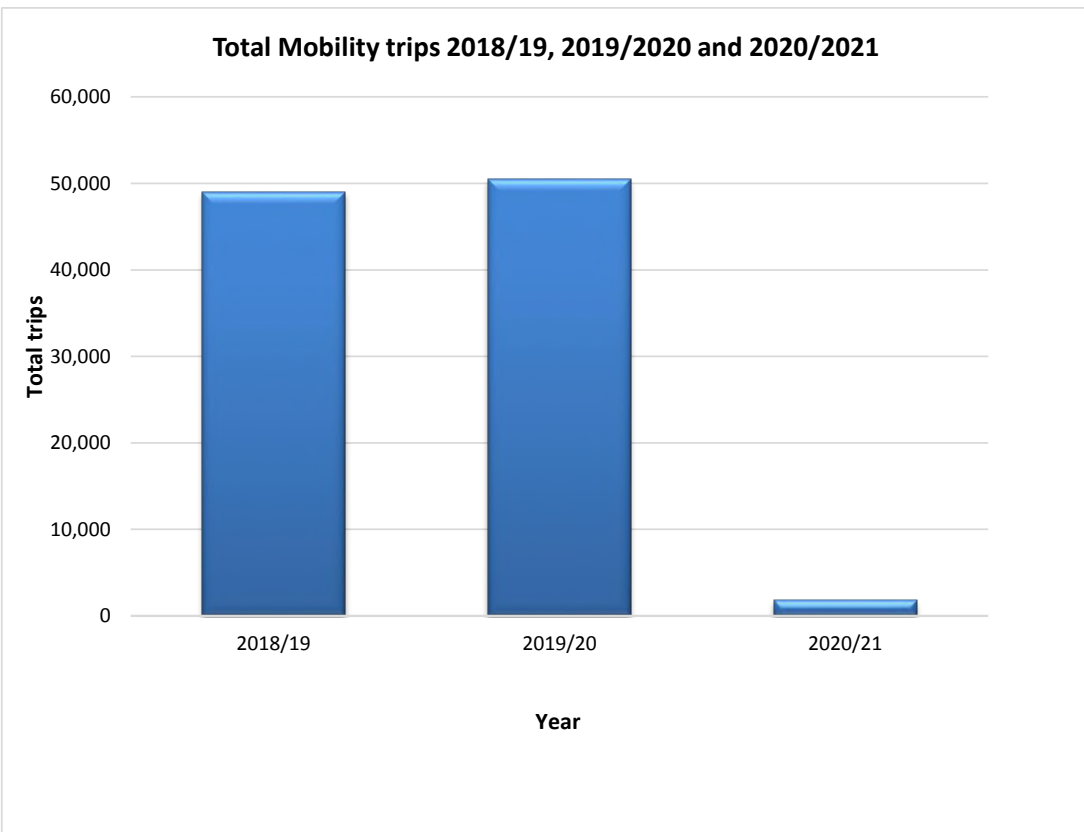
\*Ratios exclude indexation costs

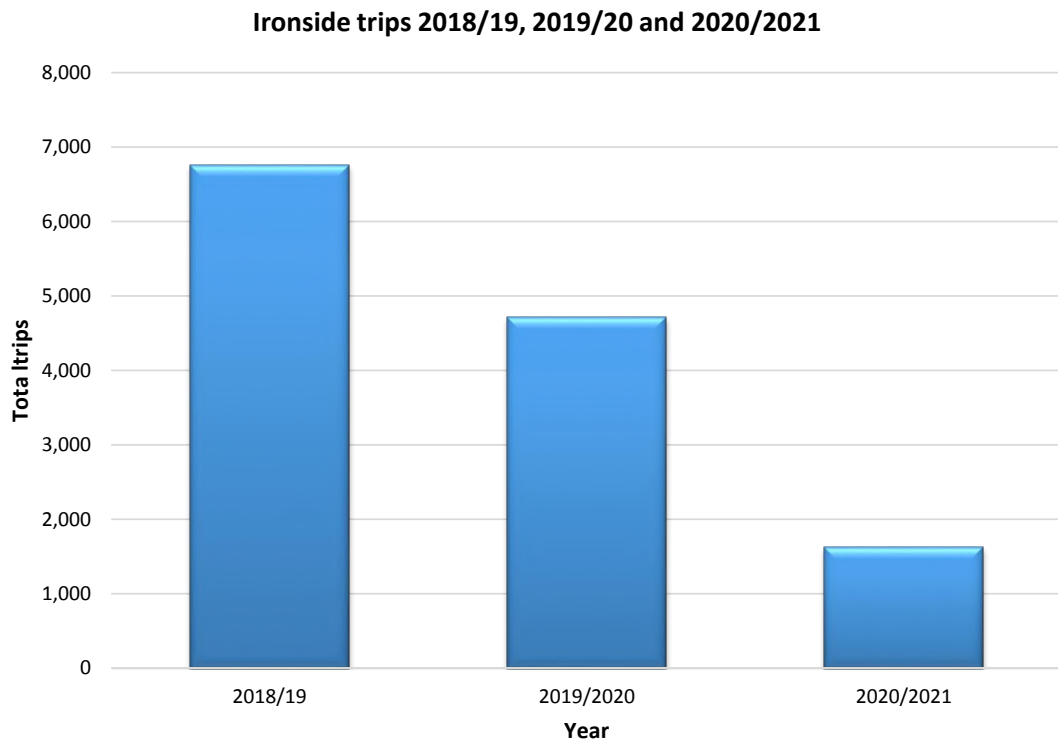


**SGC patronage YTD 2018/2019, 2019/2020 and 2020/2021**



**Total Mobility trips 2018/19, 2019/2020 and 2020/2021**







**Date:** 2 December 2020

**Subject:** **Engagement on proposed speed change limits, state highway maintenance and KiwiRail activities**

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

**Document:** 2647374

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### **Purpose**

1. The purpose of this memorandum is to:
  - seek formal endorsement of the regional submission on the *Proposed Approach to Speed Management – Land Transport Rule: Setting of Speed Limits*; and
  - update the Committee on correspondence and information items on changes sought to speed limits, state highway maintenance and KiwiRail activities and seek guidance on responses where appropriate.

### **Recommendations**

That the Taranaki Regional Council:

- a) adopt the submission on the *Proposed Approach to Speed Management – Land Transport Rule: Setting of Speed Limits*
- b) receives and notes for information purposes the correspondence from Waka Kotahi NZ Transport Agency regarding the confirmed speed limit changes for State Highway 3 Waitara to Bell Block
- c) receives and notes for information purposes the correspondence to and from Waka Kotahi NZ Transport Agency regarding concerns about the level of maintenance on state highways throughout the region
- d) receives and notes the update that efforts to connect with KiwiRail continue but are yet to translate into improved engagement.

### **Adopt submission made on proposed changes to setting speed limits**

2. As agreed by the Regional Transport Committee (the Committee) in Item 10 of the 9 September 2020 meeting, a draft submission was prepared by officers on the targeted engagement paper *Proposed Approach to Speed Management – Land Transport Rule: Setting of Speed Limits*.

3. Input into this submission by the Regional Transport Advisory Group (RTAG) and the Committee was undertaken by email, with the finalised regional submission being submitted on the 25 September 2020. This item seeks to formalise endorsement of that submission and is appended to this memorandum.
4. Key aspects of the submission included:
  - Strong concern that the setting of speeds for state highway speeds is proposed to be a separate process from the regional Speed Management Plan (SMP) process. The submission seeks that local roads **and** state highways both be included in the same regional SMP.
  - The new Speed Management Committee's role be to certify regional SMPs that incorporate speed changes on **all** roads within the regional network (local roads and state highways).
  - New funding be made available to enable councils to implement the new Land Transport Rule.
  - Provide clarity and confidence for the local government sector that the various roles of Waka Kotahi will be managed appropriately.
  - More details about how the process is to be implemented, the timeframes envisaged, and alignment with the regional land transport plan (RLTP) process (including whether regional SMPs are aimed to become part of RLTPs in future).
5. No indication has yet been received as to whether the fundamental changes requested by the Committee (and the wider local government sector) are being made to the proposal. At a recent Transport Significant Interest Group (TSIG) meeting with the Ministry of Transport, Officers raised again the concerns noted in the sector's submissions, and are awaiting a response. It is hoped that the requested key substantive changes are made before the formal Rule is consulted on.
6. Further information will be brought to the Committee when it is available.

#### **Confirmed speed limit changes for SH3 Waitara to Bell Block**

7. On a related matter, attached for Members' information is a copy of correspondence from Waka Kotahi NZ Transport Agency advising of a permanent speed limit change to 80km/h for State Highway 3 from Waitara to Bell Block.
8. Further information, including a map of the speed limit changes, the consultation summary and submissions, are available at <https://nzta.govt.nz/projects/sh3-waitara-to-bell-block-permanent-speed-limits>.
9. The Committee may recall that it submitted on the speed review consultation for this important corridor in December 2019, as follows:

*The Taranaki Regional Transport Committee is generally supportive of the proposal to extend the 80km/hr speed limit through this section of SH3, given the long-standing safety issues on this part of the network. However, the Committee expects that the planned physical safety improvement works programme, which it has long-advocated for, will aim to restore the 100km/hr speed limit in the long term.*

#### **Ongoing concerns about the level of maintenance on state highways**

10. Concerns about the condition of state highways throughout the region continue. Attached for Members' information is correspondence to and from Waka Kotahi NZ Transport Agency regarding these concerns. In brief, Waka Kotahi NZ Transport

Agency note that the impact of COVID-19 meant that some critical heavy maintenance was unable to be undertaken but their focus is now on catching up on these maintenance activities this coming summer.

### **KiwiRail activities and engagement**

11. Significant efforts have continued to be made to improve liaison and engagement with KiwiRail – at both the RTAG and RTC levels.
12. Disappointingly, these efforts have largely remained unsuccessful. Again, no response to the Committee's invitation to the meeting was received from KiwiRail's Chief Executive.
13. KiwiRail have yet to advise their release date of the finalised New Zealand Rail Plan. Similarly, KiwiRail have yet to provide an update on when their report into opportunities for logging on rail in Taranaki will be released. The report was completed some months ago, but has been going through internal Government processes, prior to it being able to be shared with stakeholders such as the Committee.
14. The continued delays in accessing this report is particularly disappointing given that it was funded through the Provincial Growth Fund and a higher level of transparency could reasonably be expected.

### **Decision-making considerations**

15. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

### **Financial considerations—LTP/Annual Plan**

16. 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**

17. 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**

18. 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.

### **Legal considerations**

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

### **Appendices/Attachments**

Document 2591920: Submission on proposed approach to speed management - Land Transport Rule: Setting of Speed Limits July 2020

Document 2647372: Notification letter from Agency - permanent 80km speed limit SH3 Waitara to Bell Block

Document 2614523: Formal response to RTC Chair re: state highway maintenance concerns

Document 2598257: SH mowing contractors and maintenance standards

Document 2634656: FW: Invitation to join/present to the next Taranaki RTC meeting

Document 2426161: Invitation to KiwiRail from new Taranaki RTC Chair Feb2020



25 September 2020  
Document: 2591920

Ministry of Transport  
PO Box 3175  
WELLINGTON 6140  
Attn: Speed team

via email to [speed@transport.govt.nz](mailto:speed@transport.govt.nz)

## **Proposed approach to speed management – Land Transport Rule: Setting of Speed Limits July 2020**

### **Introduction**

The Taranaki Regional Council (the Council) appreciates the opportunity to provide the Ministry of Transport (the Ministry) with early feedback on the discussion document titled *Proposed Approach to Speed Management. Land Transport Rule: Setting of Speed Limits. July 2020.* (Proposed Rule).

The Council makes this submission in recognition of:

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

The Council has also been guided by its Mission Statement '*To work for a thriving and prosperous Taranaki*' across all of its various functions, roles and responsibilities, in making this submission.

The Council works with territorial authorities and other stakeholders in Taranaki to enable a resilient and safe, multi-modal transport system. The Council also convenes the Taranaki Regional Transport Committee (RTC), which is responsible for developing the *Taranaki Regional Land Transport Plan* (RLTP) under the LTMA.

### **General comments**

- The Council supports a more coordinated and transparent approach to speed management, and the desired outcome to achieve consistency of speed management setting between road controlling authorities (RCA) within a region and between regions.
- Based on feedback received from local RCAs, the Council agrees that a new regulatory framework for setting speed limits is needed, with the current bylaw process being resource intensive, time consuming and complex.

- The Council also supports greater alignment with the RLTP process. However, there are issues that need to be addressed to ensure successful implementation, with simplification of the consultation process in particular being required.
- The Council notes concern around an increasing approach to reduce speed limits on roads, rather than engineering roads up to the expected level of service to meet their posted speed limit. Roads are already seeing the consequences of reduced maintenance over recent years, and there is concern that lower speed limits may assume a reduced level of service and funding is required going forward.

### **Speed Management Plans (SMPs)**

The Council agrees with:

- removing the current bylaw-making requirements, and moving to a national Register of Land Transport Records;
- increasing regional collaboration and consistency in speed limit setting; and
- all regional SMPs being made publicly available on the Waka Kotahi website.

### **Separation of state highways from local roads**

The Council strongly disagrees with the proposal that state highways are separated out of the regional transport process, which seems contrary to the stated goals for greater consistency and 'whole of network' thinking. State highways are usually the spine of a regional roading network, and their speed limit often dictates the speed limit for a number of local roads. The proposed development of separate regional SMP by RTCs for local roads and a separate SMP for state highways by Waka Kotahi derogates from integrated transport management and would unnecessarily create public confusion and add cost. The public do not generally differentiate between local roads and state highways.

The setting of speed limits for state highways should be included within the wider regional speed management process, similarly to the current RLTP process. In much the same way as Waka Kotahi creates an investment proposal for state highways nationally (that can be considered at a national level by organisations that have a country-wide brief); which is then submitted on a regional basis to RTCs around the country in recognition of the importance of the considerations /role at a regional level. Regional councils would work with Waka Kotahi to put the state highway speed limits into the regional SMP, encouraging greater collaboration between Waka Kotahi and local councils throughout a region. This supports the one network approach, and means that the public would receive one regional SMP that includes all the state highway and local road speed limits.

The Council lacks confidence that Waka Kotahi can satisfactorily act as both an RCA and a regulator in this process. The Council therefore disagrees with the proposal that Waka Kotahi would be responsible for certifying regional SMPs (s2.2.4, p15). Capacity and timeliness for Waka Kotahi's involvement in RLTPs is already an ongoing issue. The proposed independent Speed Management Committee should be responsible for certifying regional SMPs, which **include** state highways within them.

### **Recommendations:**

- Include the setting of speed limits for state highways **in** the regional SMP process.



- Make the Speed Management Committee responsible for certifying regional SMPs, which **include** state highways within them.

### **Resourcing and funding of additional costs for councils**

The Council notes philosophical opposition to regional councils undertaking this new role, which is a road controlling authority or national responsibility. Fronting challenging community conversations around speed limits is being pushed onto a sector that is not responsible for the roading network.

Due to the impacts of the COVID-19 pandemic, the local government sector has a heightened level of sensitivity to any new cost imposition from changes to legislation and new programmes. Any new costs will have to be passed onto communities who are already experiencing economic hardships. Additional resourcing streams that are less reliant on 'local shares' to undertake this important work would enable timelier and more effective implementation. The current challenging and uncertain economic environment is an important context, as successful implementation of new policy needs to impose the least burden on communities under stress.

The Council notes that additional costs will be incurred by councils, particularly regional councils, for implementing the planned new regional SMPs. This was raised in the Council's February 2020 submission on the *Land Transport (NZTA) Legislation Amendment Bill*, but does not appear to have been addressed. Councils are already under significant financial and capacity pressure. Appropriate resourcing needs to be put in place for all councils to ensure a successful transition over the next three years, and moving forward.

The Council seeks that new funding be available to support regional councils to provide capacity and capability to undertake the new function of preparing regional SMPs. While there will be some districts where the changes may create efficiencies, there will be additional costs to territorial authorities in areas that do not have active speed management programmes, and to support RTCs with their new functions. This comes alongside substantial new national requirements under the *Resource Management Act 1991*, and the need to support the delivery of economic stimulus at a time when operational expenditure is already severely constrained.

### **Recommendation:**

- New funding be made available to enable councils to implement the new rule.

### **Consultation on plans and transitional arrangements**

The Council notes that "*the consultation process for speed management plans is expected to align with the consultation process for RLTPs*" (sec 2.2.3, p15). However, it is unclear what form this will take, and whether the long-term vision is for a speed management plan to become **part** of an RLTP or remain separate.

As noted in the document, alignment with the regional land transport planning process is no longer possible for the 2021 RLTP round, so will need to wait until 2024. The transitional process to get to that point needs clarification. It is important to note that councils are transitioning at different speeds and have different levels of resource and capability, which makes funding, alignment and timing very challenging. There will be a lot of work for advisory groups to manage cross-boundary issues in particular. It is also not clear, just how

this process will align with the RLTP process. Councils need more understanding of what is required of them, in order to manage expectations and avoid issues during transition.

The Council wishes to know what a consultation plan is envisaged to look like, and how much weight is given to the wishes of the regional community versus the 'regulator' if there is a disagreement as to the appropriate speed limit on a section of road. The Council is seeking that Waka Kotahi undertake meaningful engagement with councils to ensure that there is meaningful consultation with our community on their views regarding the setting of speed limits.

The Council also seeks more information on what authority RCAs will have over placement of safety cameras on local roads, who pays for these, and who will monitor them.

**Recommendations:**

- More details communicated to the sector about how the process is to be implemented, the timeframes envisaged, and alignment with the RLTP process (including whether regional SMPs are aimed to become **part** of RLTPs in future).
- Provide a detailed level of communication and engagement with local government about the transition process and during the transition phase.
- Provide more information on the safety camera component of the proposals.

**Independent speed management committee (2.3, p17) and Waka Kotahi's role as regulator (3.2.5, p25)**

The Council supports the establishment of an independent Speed Management Committee, however believes that their role should be broader – specifically as a certifier for the regional SMPs. As outlined earlier, there is strong concern that the setting of state highway speeds is a separate process from the regional SMP process. The Speed Management Committee's role should be to certify regional SMPs which, with proposed change, will incorporate both the state highway and local road speed changes. This simpler process will improve alignment and reduce costs.

The Council is concerned that Waka Kotahi may have difficulty managing conflicts of interest with its various roles of advisor, educator and regulator. This may undermine national confidence in the proposed framework.

**Recommendations:**

- The Speed Management Committee's role be to certify regional SMPs that incorporate speed changes on all roads within the regional network (local roads and state highways).
- Provide clarity and confidence for the local government sector that the various roles of Waka Kotahi will be managed appropriately.

**Out of cycle process for setting speed limits (2.2.5, p16)**

The Draft Rule recognises that there could be situations where speed limits need to be set outside of the standard, three-yearly planning process. The level/process of public consultation required in these instances is unclear, as is whether this occurs solely at the RCA level, or whether a variation to the regional SMP is required.

The Council believes that, for setting of speed limits around schools that fall out of cycle, there should be no requirement for public consultation. This would reduce costs for councils, while providing clarity for the public and improving the speed of implementation.

The Council seeks greater clarification on what would constitute *“a minor deviation from a speed limit that would generally be consistent with the relevant plan”* (Step 3 of diagram on p16).

**Recommendations:**

- Provide greater detail on the process for out of cycle speed limit setting, particularly around public consultation requirements and the involvement of the RTC.
- For setting of speed limits around schools that fall out of cycle, there should be no requirement for public consultation.
- Clarify what would constitute *“a minor deviation from a speed limit that would generally be consistent with the relevant plan”*.

**Mandatory speed limits around schools (2.5, p20)**

Strong support is provided for a mandatory reduction of speed limits around schools, both for physical safety as well as encouraging greater use of active modes of transport to and from school. Notes that through this planning process, RCAs would be required to reduce speed limits around urban schools to 30km/h (or 40km/h where appropriate) and around rural schools to a maximum of 60km/h.

Some regions may want to move more quickly than the 10-year proposed timeframe for transition to safer speed limits around schools. Flexibility should be provided to allow regions to move more quickly if they are able to do so. A benefit of this will be that early adopters of the rule will be able to share their learning from the process with other regions.

**Recommendation:**

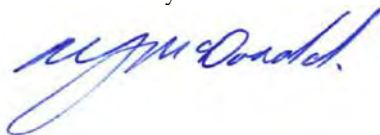
- Provide flexibility for those regions that wish to move more quickly so they can do so.

**Summary and conclusion**

In summary, we thank the Ministry for seeing early feedback from stakeholders on the proposed new approach to speed management. The Council looks forward to seeing the formal Rule when it is consulted on post-election.

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

Yours faithfully



Cr Matthew McDonald  
**Chair Regional Transport Committee**  
**Taranaki Regional Council**



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19 November 2020

Taranaki Regional Council  
47 Colton Road  
Stratford  
Atten: Fiona Ritson

Dear Fiona,

I am writing to let you know that Waka Kotahi NZ Transport Agency has considered all submissions received during consultation under clause 2.5 of the Land Transport Rule: Setting of Speed Limits 2017 on speed limit changes for State Highway 3, Waitara to Bell Block in the Taranaki region.

We appreciate the time you spent providing your thoughts on this speed review. This insight provides us with valuable information about how communities use their roads, so we can ensure speeds are right for the road and safe for everyone.

Based on the information gathered through consultation and our technical review process, our decision is to proceed with the proposed speed limit changes.

The outcome for the speed limit changes are in line with the speed limit changes proposed at consultation.

As we have completed the decision-making process on these changes, there is no further opportunity to provide submissions on this speed review.

**The following new speed limits will come into effect from Friday 18 December 2020:**

Confirmed speed limit changes for State Highway 3 Waitara to Bell Block		
Location	Current speed limit	New speed limit From 18/12/2020
360m east of Mahoetahi Rd to 400m west of Princess St	100km/h	80km/h
430m east of Princess St to 300m east of Bayly St	100km/h	80km/h

For further information, including a map of the speed limit changes, the consultation summary and submissions, visit [nzta.govt.nz/projects/sh3-waitara-to-bell-block-permanent-speed-limits](http://nzta.govt.nz/projects/sh3-waitara-to-bell-block-permanent-speed-limits)

Yours sincerely

Emma Speight  
Director of Regional Relationships, Lower North Island  
Waka Kotahi NZ Transport Agency



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2 October 2020

Matthew McDonald  
[matthew@matthewandco.nz](mailto:matthew@matthewandco.nz)

Ref. NZT-5409

Dear Matthew

Thank you for your e-mail of 26 August 2020 regarding your concerns on state highway maintenance, particularly on State Highway 3 (SH3). Your email has just been passed onto me recently. I apologise for the delay that it takes for you to receive a response.

Due to the COVID-19 mandatory lockdown at the beginning of this winter and the restriction of essential work, critical heavy maintenance was unable to be undertaken on our state highway network.

While the lockdown has impacted our state highway maintenance activities, particularly in the urban areas, Waka Kotahi will now focus to catch up on these maintenance activities as well as continue to improve the network this coming summer.

I understand that you are referring to the specific issue raised at the intersection of Rotokare Road (Ngaere). This site is still under the management of the South Taranaki District Council, as a result of the Council's improvement project on SH3.

While I cannot comment on actions being undertaken by Council to rectify the condition of SH3 on this site, I can confirm that we are working with the Council to take the ownership of the site back. Once the project is handed back to Waka Kotahi, we will start looking to repair this site.

In the meantime, the Waka Kotahi maintenance contractor is carrying out minor maintenance activities such as pothole filling. If you have any further concerns regarding state highway maintenance, we encourage you to call our contact centre at 0800 4 HIGHWAYS.

If you would like to discuss this matter further with Waka Kotahi, you are welcome to contact Ross l'Anson, Manager, System Management - Manawatu/Wanganui, by e-mail at [Ross.lAnson@nzta.govt.nz](mailto:Ross.lAnson@nzta.govt.nz).

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Wayne Oldfield', is written over a light blue circular stamp.

**Wayne Oldfield**  
Senior Manager, System Design

## Liesl Davidson

---

**From:** Fiona Ritson  
**Sent:** Thursday, 24 September 2020 3:36 PM  
**To:** 'Ross I'Anson'  
**Subject:** RE: State Highway mowing contractors - and State Highway maintenance standards

Hi Ross – Still awaiting responses please. Thanks ☺

**Fiona Ritson**  
Policy Analyst

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

---

**From:** Ross I'Anson <Ross.IAnson@nzta.govt.nz>  
**Sent:** Wednesday, 26 August 2020 5:42 AM  
**To:** Fiona Ritson <fiona.ritson@trc.govt.nz>  
**Subject:** Re: State Highway mowing contractors - and State Highway maintenance standards

Hi Fiona.

Haven't forgotten. Had a response from the contractor and I am questioning a couple of things.

I will chase up tomorrow and get it through.

Thanks  
Ross

Ross I'Anson  
Manager System Management - Manawatu-Whanganui & Taranaki

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**From:** Fiona Ritson <[fiona.ritson@trc.govt.nz](mailto:fiona.ritson@trc.govt.nz)>  
**Sent:** Tuesday, August 25, 2020 6:28:24 PM  
**To:** Ross I'Anson <[Ross.IAnson@nzta.govt.nz](mailto:Ross.IAnson@nzta.govt.nz)>  
**Subject:** RE: State Highway mowing contractors - and State Highway maintenance standards

Hi Ross - just a gentle follow up on this please.

Thanks

Sent from my Samsung Galaxy smartphone.

----- Original message -----

**From:** Ross I'Anson <[Ross.IAnson@nzta.govt.nz](mailto:Ross.IAnson@nzta.govt.nz)>  
**Date:** 19/08/20 4:47 PM (GMT+12:00)  
**To:** David Perry <[David.Perry@nzta.govt.nz](mailto:David.Perry@nzta.govt.nz)>, Fiona Ritson <[fiona.ritson@trc.govt.nz](mailto:fiona.ritson@trc.govt.nz)>  
**Cc:** Chris Clarke <[chris.clarke@trc.govt.nz](mailto:chris.clarke@trc.govt.nz)>  
**Subject:** Re: State Highway mowing contractors - and State Highway maintenance standards

Hi Fiona.

I will respond with an email to you tomorrow morning.

We will also email Mr Sulzberger tomorrow.

Thanks

Ross I'Anson  
Manager System Management - Manawatu-Whanganui & Taranaki

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**From:** Fiona Ritson <[fiona.ritson@trc.govt.nz](mailto:fiona.ritson@trc.govt.nz)>  
**Sent:** Wednesday, August 19, 2020 4:40:35 PM  
**To:** Ross I'Anson <[Ross.IAnson@nzta.govt.nz](mailto:Ross.IAnson@nzta.govt.nz)>; David Perry <[David.Perry@nzta.govt.nz](mailto:David.Perry@nzta.govt.nz)>  
**Cc:** Chris Clarke <[Chris.Clarke@trc.govt.nz](mailto:Chris.Clarke@trc.govt.nz)>  
**Subject:** FW: State Highway mowing contractors - and State Highway maintenance standards

Kia ora kōrua Ross and Dave

Our RTC Chair, Matthew McDonald, raised two issues with me yesterday that he is seeking a response on, please:

- The attached letter regarding mowing contractors. Could you please respond to Neil Sulzberger directly, but copy Matthew and myself in?
- Matthew's personal ongoing concerns about the level of maintenance on the state highways throughout the region, specifically SH3 (with the Ngaere area around the new landfill site specifically mentioned in terms of pavement surface/pothole issues. I advised that COVID-19 restrictions had meant that some maintenance on the network was deferred, which was compounding the previous 'sweating of the asset' approach on SHs that had gone too far, but that the new NOC would see ongoing improvements to this situation... I know this was discussed at the NZTA Regional Relationships Team meeting on 30 July, however Matthew and other RTC members were not part of that, as you know. Would you like a letter on this matter, or prefer that I let Matthew know that an update on this will be provided as part of the NZTA Report at the next RTC meeting on 9 September?

Ngā mihi nui  
Fiona

**Fiona Ritson**  
Policy Analyst – Project Lead Transport

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

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**From:** Matthew McDonald <[matthew@matthewandco.nz](mailto:matthew@matthewandco.nz)>  
**Sent:** Tuesday, 18 August 2020 3:51 PM  
**To:** Fiona Ritson <[fiona.ritson@trc.govt.nz](mailto:fiona.ritson@trc.govt.nz)>  
**Subject:** FW: State Highway mowing contractors

---

**From:** Neil Sulzberger <[neil.jill@xtra.co.nz](mailto:neil.jill@xtra.co.nz)>  
**Sent:** Monday, 17 August 2020 8:11 PM  
**To:** Matthew McDonald <[matthew@matthewandco.nz](mailto:matthew@matthewandco.nz)>  
**Subject:** State Highway mowing contractors

Hi Matthew

As discussed attached is a letter regarding mowing contractors.

Regards

Neil Sulzberger

If you are not the intended recipient, any use, distribution or copying of this message is prohibited. Please notify us immediately and erase all copies of this message and attachments. Thank you.

Please consider the environment before printing this e-mail.



## Liesl Davidson

---

**From:** Fiona Ritson  
**Sent:** Monday, 9 November 2020 2:04 PM  
**To:** 'greg.miller@kiwirail.co.nz'  
**Cc:** Lyndon Hammond (KiwiRail); Liesl Davidson  
**Subject:** FW: Invitation to join/present to the next Taranaki Regional Transport Committee meeting  
**Attachments:** FRODO-#2426161-v1-Invitation\_to\_KiwiRail\_from\_new\_Taranaki\_RTC\_Chair\_Feb2019.pdf

Good afternoon

Would you please be able to confirm that this email has been received?

Many thanks

**Fiona Ritson**  
Policy Analyst – Project Lead Transport

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

---

**From:** Fiona Ritson  
**Sent:** Monday, 19 October 2020 3:52 PM  
**To:** 'greg.miller@kiwirail.co.nz' <greg.miller@kiwirail.co.nz>  
**Cc:** Lyndon Hammond (KiwiRail) <Lyndon.Hammond@kiwirail.co.nz>  
**Subject:** Invitation to join/present to the next Taranaki Regional Transport Committee meeting

Tēnā koe Greg

The Chair of the Taranaki Regional Transport Committee, Matthew McDonald, wrote to you earlier in the year (see attached), inviting you to join their 25 March meeting to update them on the exciting developments in the rail sector. Unfortunately, you were unable to join the Committee meeting at that time.

Councillor McDonald has requested that I reissue the invitation to you to join the Committee at an upcoming meeting. The Committee is very supportive of the moves to ensure that the country's rail network is properly resourced and developed, and are keen to improve engagement with KiwiRail on all levels.

The Committee's next meeting is at 11am on Wednesday 2 December 2020, and they warmly invite you to attend – either in person, or via Zoom if you prefer.

I look forward to hearing from you.

Nāku noa nā  
Fiona

**Fiona Ritson**  
Policy Analyst – Project Lead Transport

### Taranaki Regional Council

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lifestyles**



13 February 2020  
Document: 2426161

Greg Miller  
Chief Executive  
KiwiRail

Via email to [greg.miller@kiwirail.co.nz](mailto:greg.miller@kiwirail.co.nz)

Dear Greg

## Taranaki Regional Transport Committee

I write to introduce myself as the new Chair of the Taranaki Regional Transport Committee (RTC), and invite you to join our next meeting.

Taranaki's RTC has long been a strong advocate for maintaining and improving the rail network, both regionally and nationally, and welcome the Government's moves to ensure that KiwiRail is properly resourced into the future. The RTC has been concerned for many years about the 'managed decline' of rail infrastructure around the country. We are therefore very supportive of moving rail into a new planning and funding framework, which will provide greater financial certainty for KiwiRail to enable it to provide a strong resilient network. Integration of the rail network into the LTMA/NLTF framework will help to improve integration between modes, and ensure investments in road and rail infrastructure are on a more mode-neutral basis.

The RTC's first meeting of this triennium is Wednesday 25 March 2020 from 11am, and I would welcome you to join us to update the Committee on the exciting developments happening in rail currently, including:

- An overview of changes happening within KiwiRail and the Future of Rail project.
- Progress with (PGF funded) log train investigations given the increasing harvesting in the region.
- Update on traffic levels and thinking on the future of the Marton to New Plymouth Line (MNPL)
- We particularly seek an update on the status and thinking on the future of our eastern line, the Stratford to Okahukura Line (SOL) – noting: the 30 year lease to the Forgotten World Adventures tourism venture; your suggestion of the line being reopened all the way to Taumarunui for national resilience; and talk of it being reopened on a timeshare basis for a log train from the Te Wera forestry block.

Improving liaison between the RTC and KiwiRail is increasingly important on a number of fronts, and I look forward to working with you to this end.

Please feel free to contact me directly on 027 481 4648 or [Matthew.McDonald@trc.govt.nz](mailto:Matthew.McDonald@trc.govt.nz), or the RTC's main policy advisor, Fiona Ritson via [Fiona.Ritson@trc.govt.nz](mailto:Fiona.Ritson@trc.govt.nz).

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Matthew McDonald', written in a cursive style.

Cr Matthew McDonald  
**Chair Regional Transport Committee**  
**Taranaki Regional Council**